U.S. Department
of Transportation
**Federal Aviation
Administration**

SDR Summary

Service Difficulty Reporting

December 28, 1997 - January 3, 1998

AIR CARRIER, ZAC-326

You can improve Air Safety by reporting the problem when you see it!

SECTION

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III International Service Difficulty Report

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ISSUE: 98-01

U.S. Department of Transportation
Federal Aviation Administration

SDR SUMMARY

Air Carrier, ZAC-326

This summary includes domestic (United States) Service Difficulty Reports (SDRs) (which are the same as mechanical reliability reports or MRRs) entered into the data base for aircraft weighing over 12,500 lbs. All helicopter are excluded from this report (see the General Aviation SDR Summary, ZAC-327). A separate section for International SDRs for aircraft weighing over 12,500 lbs. has also been included. Under a data exchange agreement, International SDRs are submitted to the FAA by the Civil Aviation Authority of other countries (currently, Canada - CAN, and Australia - AUS). All reports are sorted by aircraft make, model group (basic model), and Joint Aircraft System/Component (JASC) code. Within each aircraft model group, the specific model shown may vary, but similar types of reports will be grouped together and listed in ascending order by their JASC code. Each field contains all information submitted to the FAA. Some fields are not included in order to make the summary easier to read. Reports of significance are highlighted with a star border. Additional information may be obtained by referring to the "operator control number." Send your request to the Aviation Data Systems Branch, AFS-620 at the address or phone below.

The Regulatory Support Division (AFS-600) has established a "HomePage" on the Internet through which the same information is available. There is a large quantity of other information available through the AFS-600 HomePage such as the most current SDR system codes (i.e., Joint Aircraft System\Component Codes). The SDR Question and Answer Section of the Summary will also be transferred to the AFS-600 HomePage to simplify the process of preparing the SDR Summaries in the PDF format each week. There are "hot buttons" to take you to other locations and sites where FAA Flight Standards Service Information is available. The AFS-600 "HomePage" address is:

http://www.mmac.jccbi.gov/afs/afs600

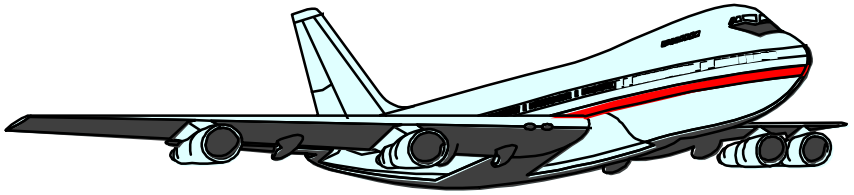
"The Service Difficulty Reports in this publication are derived from unverified information submitted by the aviation community without FAA verification for accuracy. The number of SDRs submitted is not an indication of the mechanical reliability or fitness of an airline or individual operator, and the information should not be used as such."

Comments are welcomed and may be directed to:

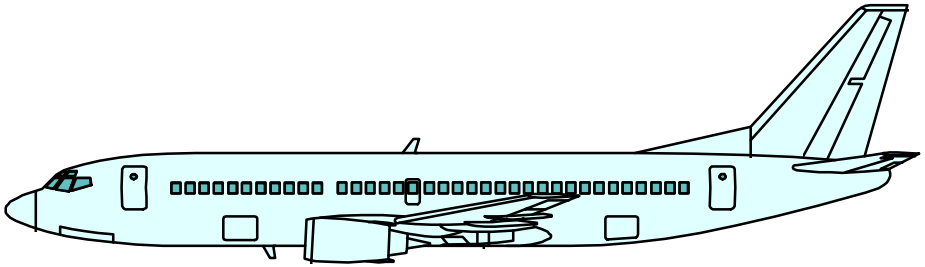
Federal Aviation Administration
Aviation Data Systems Branch, AFS-620
P.O. Box 25082
Oklahoma City, OK 73125-5029
Phone: (405) 954-4171, Fax: (405) 954-4748

Your continued participation is essential and is an integral part of ensuring aviation safety. Thank you for supporting the Service Difficulty Program! If you have any questions regarding this special notice you can contact John Jackson at (405) 954-6486, or Jim Gillespie at (405) 954-1141, or Blake McDonald at (405) 954-0307 in the Aviation Data Systems Branch (AFS-620). Their E-mail addresses are:

john_e_jackson@mmacmail.jccbi.gov **james_gillespie@mmacmail.jccbi.gov** **blake_mcdonald@mmacmail.jccbi.gov**



SIGNIFICANT OCCURRENCE REPORT



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THE SIGNIFICANT OCCURRENCE REPORT

The Significant Occurrence Report is a compilation all of the star bordered reports that appear in the Air Carrier Service Difficulty Report (SDR) Summary, ZAC-326. The Significant Occurrence Report is used to highlight industry problem areas to field inspectors and the aviation public.

Limited analysis is performed by the Aviation Data Systems Branch, AFS-620 during the preparation of the "Significant Occurrence Report", which is generated each week and is included in the front of the Air Carrier SDR Summary. Significant Reports are hand selected by AFS-620's inspectors based on the individual merit of each report. The criteria for selection includes, but is not limited to, items that indicate high failure rates; items related to accidents or incidents; or design or maintenance failures which may affect the safe operation of the aircraft.

In some cases, this limited analysis of SDR data leads to the preparation of information bulletins which are routed to the appropriate product certification office for further investigation of the problem. The end result may be the issuance of an airworthiness directive (AD) by the Aircraft Certification Service (AIR) if warranted.

The Significant Occurrence Report (section I) of the weekly SDR Summary is not intended to be a summary of all significant events and should not be used as such. We recommend that you review further the applicable sections of the SDR summary that may be of interest.

Immediately following the Significant Occurrence Reports is the Significant Occurrence Report Index. This index provides a historical perspective to the selected Significant Occurrences Reports, and can be useful in helping to identity potential trends. All SDR’s with the same part number are compiled; sorted by year and aircraft model; and then the totals are calculated for each part number. Remember, the index includes part numbers of the suspect “Part” causing the problem, only if the part number is provided in the current week’s star bordered SDR’s.

SIGNIFICANT OCCURRENCE REPORT

ATA OPER	REG. NO SERIAL NO	ACFT MAKE ACFT MODEL	ENG MAKE ENG MDL	PROP MAKE PROP MDL	COMP MFG COMP MDL	PART NAME PART NUMBER	PART COND PART LOC.	TT TSO	DIFF. DATE OPER CONT NO
7230			PWA		PWA	COMPRESSOR BLADE	DAMAGED	6896	8/18/94
			JT9D7R4D				8TH & 9TH STAGES		CA941004504
*****	(CAN) AFTER TAKEOFF 300 FEET THERE WAS A LOUD EXPLOSION ACCOMPANIED BY A YAW TO THE LEFT. LEFT ENGINE EGT ANNUNCIATED IN RED. ENGINE POWER REDUCED TO IDLE. FLIGHT RETURNED & LANDED WITHOUT FURTHER INCIDENT. FOUND METAL PIECES IN UPPER LEFT BLEED VALVE SCREEN ENGINE BOROSCOPED & REVEALED DAMAGE TO 8TH & 9TH STAGE COMPRESOR BLADES.								
7200	959CA	CNDAIR	GE			ENGINE	FAILED		12/22/97
COMA	7116	CL6002B19	CF343A1				RIGHT		COMA9760253
*****	UNCOMMANDED ACCELERATION OF RIGHT ENGINE ALL ENGINE PARAMETERS WERE EXCEEDED. REPLACED ENGINE.								
8530		DHAV	PWA			CYLINDER	SEPARATED		9/12/97
		DHC3	R1340*			20578A1	ENG NR 1 CYL	611	CA970926010
*****	(CAN) THE AIRCRAFT WAS ON DESCENT, FOR SEVERAL MINUTES, WITH REDUCED POWER, THE ENGINE BACKFIRED AND QUIT. POWER OFF LANDING CARRIED OUT ON LAKE. THE ENGINE WAS RESTARTED FOR TAXIING, BUT RAN ROUGH AND WAS SHUTDOWN. INSPECTION FOUND THE NR1 CYLINDER HEAD HAD SEPARATED THROUGH THE CENTRE WITH THE ENTIRE INTAKE VALVE HOUSING. INTAKE VALVE PIECES ENTER BLOWER DIFFUSER SECTION WITH SOME PIECES FOUND IN NR5 AND NR6 CYLINDER INDUCTION PIPES. THE EXHAUST VALVE WAS ALSO BROKEN AND POUNDED INTO A TRIANGULAR SHAPE AND REMAINED IN THE CYLINDER UPPER CHAMBER. THERE WAS HEAVY METAL CONTAMINATION THROUGHOUT THE ENGINE. THE ENGINE WAS DEEMED UNREPAIRABLE AND REMOVED.								
7230	160US	DOUG	PWA			COMPRESSOR	STALLED		12/22/97
NWAA	46769	DC1040	JT9D20J				NR 3 ENGINE		9724251160
*****	DURING LANDING ROLLOUT, WHILE IN REVERSE THRUST THE NR 3 ENGINE COMPRESSOR STALLED. THE EGT ROSE TO 880C BEFORE THE ENGINE WAS SHUT DOWN. MAINTENANCE INSPECTED THE ENGINE PER MM71-00-00 WITH NO DEFECTS NOTED. THE ENGINE WAS RUN WITH NORMAL INDICATIONS. THE NR 3 THRUST REVERSER WAS PLACED ON MEL AND THE AIRCRAFT RETURNED TO SERVICE.								
2740	491US	FOKKER				TRIM	MALFUNCTIONED		12/20/97
QXEA	11156	F28MK4000					HORIZ STAB		QXEA9700917
*****	PDX- DESCENDING THROUGH 13000 FT, FIRST OFFICER DISCONNECTED THE AUTOPILOT FOR LANDING. FELT A NOSE DOWN FORCE ON THE ELEVATOR AND ATTEMPTED TO TRIM THE PRESSURE OFF WITH STABILIZER TRIM WHEEL. ALTERNATE STAB TRIM WAS TRIED BUT IT TRIPPED CIRCUIT BREAKER. THE CIRCUIT BREAKER WAS RESET AND ALTERNATE TRIM TRIED AGAIN BUT CIRCUIT BREAKER TRIPPED A SECOND TIME. FIRST OFFICER SLOWED AIRCRAFT TO ABOUT 210 KNOTS AND CONTINUED TO FLY MANUALLY. DIRECT ROUTING TO RUNWAY REQUESTED. AIRCRAFT LANDED WITHOUT INCIDENT. AIRCRAFT DOWN FOR REPAIRS.								
5751		PIPER			PIPER	SPAR	CRACKED	16043	8/2/94
		PA31350			4020022	4019008	LT AILERON		CA940928107
*****	(CAN) SLIGHT FLEXING NOTICED BETWEEN LH AILERON INBOARD BEARING ATTACH BRACKET & AILERON SPAR. BRACKET REMOVAL SHOWED A 2 INCH CRACK IN AILERON SPAR. A 1" CRACK FOUND ON RH.								

(End of SIGNIFICANT OCCURRENCE REPORT)

Run Date: 08-Jan-98

FEDERAL AVIATION ADMINISTRATION

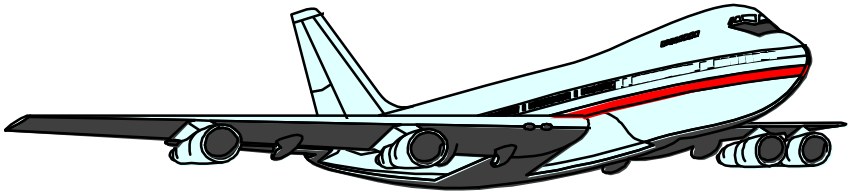
SIGNIFICANT OCCURRENCE REPORT INDEX

Showing Specific Part Numbers and Aircraft Model by Year

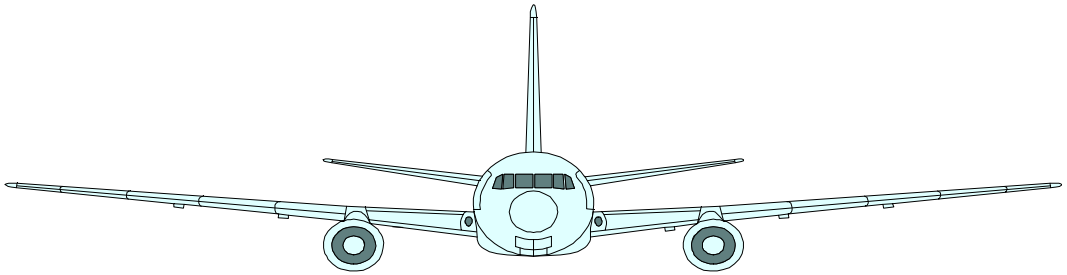
FOR THE PERIOD OF: 12/28/97 To 1/3/98

PART NUMBER / PART NAME	ACFT MODEL	TOTAL	YEAR 1987	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997
20578A1													
CYLINDER	DHC3	**1**	-	-	-	-	-	-	-	-	-	-	1
TOTAL of # 20578A1 - - - - - - - - - - - - - - - -		**1**	-	-	-	-	-	-	-	-	-	-	1
4019008													
SPAR	PA31350	**1**	-	-	-	-	-	-	-	-	-	-	1
TOTAL of # 4019008 - - - - - - - - - - - - - - - -		**1**	-	-	-	-	-	-	-	-	-	-	1
TOTAL for ALL (2) PART NUMBERS: - - - - -		**2**	-	-	-	-	-	-	-	-	-	-	2

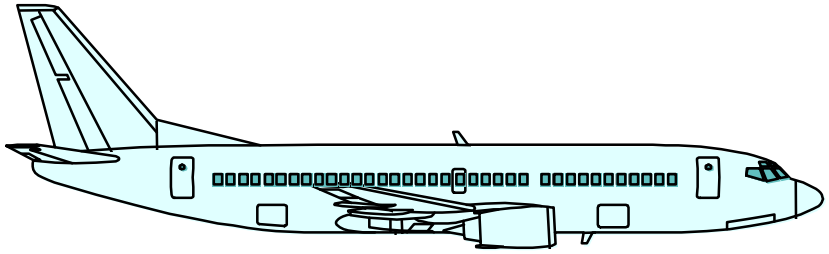
END OF SIGNIFICANT OCCURRENCE REPORT INDEX



DOMESTIC



SERVICE DIFFICULTY REPORT



DOMESTIC SERVICE DIFFICULTY REPORT SUMMARY

ATA OPER	REG. NO SERIAL NO	ACFT MAKE ACFT MODEL	ENG MAKE ENG MDL	PROP MAKE PROP MDL	COMP MFG COMP MDL	PART NAME PART NUMBER	PART COND PART LOC.	TT TSO	DIFF. DATE OPER CONT NO
6110		BEECH		HARTZL		BEARING	CORRODED	18952	7/1/96
		1900C		HCB4MP3		1851T	PROPELLER ASSY	3058	EY2R9600900
	BEARING CORRODED.								
6110		BEECH		HARTZL		LOW STOP COLLAR	CORRODED		5/1/96
		1900C		HCB4MP3		3475A3	PROPELLER ASSY		EY2R9600673
	LOW STOP COLLAR FOUND CORRODED.								
6110		BEECH		HARTZL		LOW STOP COLLAR	CORRODED		5/1/96
		1900C		HCB4MP3		3475A3	PROPELLER ASSY		EY2R9600672
	LOW STOP COLLAR FOUND CORRODED.								
6110		BEECH		HARTZL		BEARING	CORRODED		5/1/96
		1900C		HCB4MP3		1851T	PROPELLER ASSY		EY2R9600671
	BEARING CORRODED.								
6110		BEECH		HARTZL		BOLT	CORRODED	18952	7/1/96
		1900C		HCB4MP3		338614H	PROPELLER ASSY	3058	EY2R9600903
	BOLT CORRODED.								
6110		BEECH		HARTZL		BOLT	CORRODED	18952	7/1/96
		1900C		HCB4MP3		338614H	PROPELLER ASSY	3058	EY2R9600902
	BOLT CORRODED.								
6110		BEECH		HARTZL		BEARING	CORRODED	18952	7/1/96
		1900C		HCB4MP3		1851T	PROPELLER ASSY	3058	EY2R9600901
	BEARING CORRODED.								
6110		BEECH		HARTZL		CYLINDER	CORRODED	14107	6/1/96
		1900C		HCB4MP3		3406	PROPELLER ASSY	3709	EY2R9600820
	CORROSION FOUND ON CYLINDER.								
6111		BEECH		HARTZL		BLADE	CORRODED		5/1/96
		1900C		HCB4MP3		M10476	PROPELLER ASSY		EY2R9600674
	BLADE FOUND CORRODED.								
6114		BEECH		HARTZL		HUB	CORRODED		9/1/96
		1900D		HCE4A3A		3932	PROPELLER ASSY		EY2R9601007
	HUB CORRODED.								
6110		BEECH		HARTZL		BEARING	CORRODED		6/1/96
		300BEECH		HCB4MP3		1851T	PROPELLER ASSY		EY2R9600821
	BEARING CORRODED.								

******* DENOTES SIGNIFICANT OCCURRENCE**

ATA OPER	REG. NO SERIAL NO	ACFT MAKE ACFT MODEL	ENG MAKE ENG MDL	PROP MAKE PROP MDL	COMP MFG COMP MDL	PART NAME PART NUMBER	PART COND PART LOC.	TT TSO	DIFF. DATE OPER CONT NO
2612	278FE	BOEING				BULB	FAILED		12/23/97
FDEA	22345	727233					NR 2 FIRE DET		97FDEA00901
	ON CLIMBOUT, THE LOWER AFT BODY OVERHEAT LIGHT ILLUMINATED. CHECK LIST WAS RUN. SOURCE OF OVERHEAT APPEARED TO BE NR 2 ENGINE INLET AND COWL ANTI-ICE SYSTEM. CHECKED ALL FIRE LOOPS, FOUND NO PROBLEMS. CLOSED UP AFT AIRSTAIRS, RAN BOTH PACKS TO HEAT UP AIR STAIR AREA DID NOT GET A LIGHT. FOUND THE BULB CONTACT WELDED TO SOCKET. REMOVED AND REPLACED BULB. NO PREVIOUS HISTORY OF WRITE UPS ON THIS PROBLEM.								
2613	950UP	BOEING				OVERHEAT LOOP	OUT OF POSITION		12/24/97
IPXA	19718	72725C					NR 1 STRUT		UPS97225359
	INSPECTION TYPE-N/A, ENG NR 1 STRUT OVHT LIGHT ILLUMINATED. IN CRUISE AT FL 290 ENG PARS EPR 1.620 ENG TAT ON AND THRUST STABLE FOR APPX 15 MIN. CHKLIST WAS FOLLWED AND THRUST WAS REDUCED AND ENG 1 BLEED CB WAS PULLED. AFTER WAITING 3 MINS THE LIGHT STAYED ON SO THE NR 1 ENG WAS SHUTDOWN. THE LIGHT STAYED ON FOR ANOTHER 4 TO 5 MINS, THEN WENT OUT. RAN ENGS TO 1.7EPR FOR 20 MINS ON GROUND. OPENED ALL ACCESS PANELS, CHKED FOR AIR LEAKS AND FOR SENSING LOOP GNDING OUT, FOUND ALL OK. COULDN'T FIND ANY FAULTS. REPOSITIONED SEVERAL GROMMENTS AT SENSING LOOP. OPS CHK OK ON GROUND.								
2782	417DA	BOEING				BRACKET	CRACKED		12/22/97
DALA	21259	727232					NR 1 SLAT ACT		DL72K972706
	FOUND ON B2 LETTER CK, 1 INCH VISIBLE CRACK NR 1 SLAT ACTUATOR O/B ATTACH BRACKET. REPAIRED PER MM 57-20-21.								
2782	235FE	BOEING				ACTUATOR	FAILED		12/23/97
FDEA	21329	727247				26900297	NR 2 LE SLAT		97FDEA00899
	97-0256 AFTER TAKEOFF FLAPS WERE RETRACTED TO 0 DEG AND AMBER LE FLAPS LIGHT REMAINED ILLUMINATED ON FORWARD INSTRUMENT PANEL. S/O PANEL CONFIRMED NR 2 SLAT EXTEND. CYCLED FLAPS SEVERAL TIMES BOTH LIGHTS WOULD GO OUT MOMENTARY AND THEN REILLUMINATED. REF OIL NR 27-80-2061. REMOVED AND REPLACED NR 2 SLAT ACTUATOR PER M/M REF 27-81-32.								
2910	535DA	BOEING				TUBE	BROKEN		12/19/97
DALA	22048	727232				6517840290	NR 2 LE SLAT		DL72S972680
	ON TAXI OUT, -A- SYS HYD FAILED. REPLACED NR 2 L/E SLAT LINE.								
3260	356PA	BOEING				CONNECTOR	SHORTED		12/24/97
K3HA	20626	727225				696R10SL35	NLG		K3HA9700143
	ON APPROACH, UNSAFE LIGHT CAME ON AND STAYED ON AFTER NOSE GEAR WAS DOWN AND LOCKED. FOUND PLUG ON LOCK SWITCH S93 SHORTED. REPLACED PLUG AND WIRED TO SYSTEM, CHECKS OK PER WDM 32-60-02.								
3260	705DH	BOEING				UNSAFE LIGHT	ILLUMINATED		12/24/97
DHLA	19191	72722C					RT MLG		DHL97705006
	UPON GEAR EXTENSION, RIGHT GEAR RED UNSAFE LIGHT ILLUMINATED WITH NOSE AND LT GEAR SAFE LIGHT ON. WITH GO-AROUND AND MANEUVERING HAD INTERMITTENT RED AND GREEN RT GEAR LIGHT. UPON MANUAL GEAR EXTENSION FOR RIGHT HAND GEAR HAD GREEN SAFE LIGHT INDICATION PRIOR TO LANDING. JACKED AIRCRAFT AND CYCLED GEAR 7 TIMES, NO DEFECTS NOTED.								
3350	354PA	BOEING				BULB	FAILED		12/26/97
K3HA	20624	727225				3071	CABIN		K3HA9700144
	EMERGENCY PATH LIGHTING ONE LIGHT INOP ROW 23DEF. RELAMPED, OPS CHECKS GOOD IAW B727 MM 33-59-00.								
3350	8883Z	BOEING				BATT CHARGER	FAILED		12/26/97
K3HA	21580	727225				110049	CABIN		K3HA9700145
	AT POST FLIGHT INSPECTION, FOUND EMEGENCY PATH LIGHTING BATTERY CHARGER AT FWD LIFE RAFT STORAGE COMPARTMENT INOP. REMOVED AND REPLACED EMERGENCY PATH LIGHTING BATTERY CHARGER REF MM 33-50-22, OPS CHECK OK.								
3350	474DA	BOEING				BATTERY	DISCHARGED		12/27/97
DALA	20751	727232			900835A		LT WING		DL72K972733
	FWD LT WING OUTSIDE EMERG LIGHT INOP. REPLACED BATTERY, CKS OK.								

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3350	479DA	BOEING				LIGHT	INOPERATIVE		12/25/97
DALA	20756	727232			3114981		R2 DOOR		DL72K972727
	R2 EMERG SLIDE LIGHT INOP. REPLACED REFLECTOR, OPS CHKS GOOD.								
3350	531DA	BOEING				BATTERY	DISCHARGED		12/24/97
DALA	21814	727232				S106	CABIN		DL72S972726
	EMERG LIGHT ABOVE AFT AIRSTAIRS INOP. REPLACED BATTS AND CKS GOOD.								
3350	537DA	BOEING				BATTERY PACK	DISCHARGED		12/27/97
DALA	22073	727232				900835A	CABIN		DL72S972734
	CENTER AISLE EMER EXIT LIGHT INOP. REPLACED BATTERY PACK, OPS NML.								
3610	490FE	BOEING				DUCT	FAILED		12/23/97
FDEA	21493	727227				652244419	NR 1 PYLON		97FDEA00898
	97-0255 - DURING TAKEOFF WITH CLIMB POWER SET NR 1 STRUT OVERHEAT LIGHT CAME ON. PULLED THRUST ON NR 1 BACK TO 80 PERCENT N1, NR 1 BLEED OPEN LEFT PACK ON LIGHT GOES OUT. FOUND 8TH STAGE DUCT LEAKING AT FLANGE WELD. REPLACED DUCT JUST OUT BOARD OF PYLON ON THE ENGINE. LEAK CHECKED AT IDLE, LEAK CHECK NORMAL. NEEDS HIGH POWER RUN.								
5310	417DA	BOEING				STRUCTURE	CRACKED		12/23/97
DALA	21259	727232					BS 1263-1273		DL72K972719
	THE RT TORQUE BOX STRUCTURE IN THE VENTRAL STAIRWAY WAS FOUND TO THREE CRACKED MEMBERS. THE FS 1263 BEAM WAS FOUND WITH A 1.0 CRACK AND THE FS 1273 BEAM AND GUSSET WERE FOUND WITH 1.0 CRACKS. THE DAMAGED MEMBERS WERE REPLACED PER BAC S/B 727-53-0129 AS DOCUMENTED IN ER/A 363537-14AD.								
5311	403DA	BOEING				FRAME	DENTED		12/20/97
DALA	21147	727232					BS 1030		DL72S972714
	FRAME DENTED FS 1030 AT STR 26L. REPAIRED PER SRM 53-10-4 FIG 27.								
5312	503DA	BOEING				BLKHD STIFFENER	CRACKED		12/18/97
DALA	21305	727232					FS 1183		DL72L972681
	A 2 INCH CRACK WAS FOUND IN THE RBL 36.83 STIFFENER AND A 1 INCH CRACK WAS FOUND IN THE LBL 36.83 STIFFENER AT WL 238 ON THE FS 1183 BULKHEAD. THE STIFFENERS WERE REPAIRED PER BOEING S/B 727-53-0192 AS DOCUMENTED IN ER/A 363498-14.								
5313	417DA	BOEING				STRINGER	CRACKED		12/22/97
DALA	21259	727232					BS 942		DL72K972717
	A 1.5 INCH CRACK IN LWR RADIUS OF STR 18A. REPAIRED PER MM 53-12-0 PG 820.								
5320	352PA	BOEING				SUPPORT	CORRODED		11/1/97
KT3R	20616	727225					BS 420-440		97ZZZX4987
	DURING C-CHECK, CORROSION NOTED ON CABIN FLOOR SUPPORT BETWEEN STA 420 - STA 440 AT RBL 12.								
5320	499DA	BOEING				WEB	CRACKED		12/23/97
DALA	21143	727232					BS 1223		DL72S972713
	A 1 INCH CRACK IN LIGHTENING HOLE TORQUE BOX WEB RT SIDE STA 1223. REPAIRED PER MM 53-11-0 PG 828.								
5320	526DA	BOEING				TORQUE BOX	CRACKED		12/17/97
DALA	21586	727232				65175186	BS 1273		DL72S972694
	WHILE ACCOMPLISHING THE TORQUE BOX INSPECTIONS PER B727 S/B 53-0129 AS MANDATED BY AD 94-07-08, THE FS 1273 BEAM AND GUSSET WERE FOUND CRACKED. THE DAMAGE PARTS WERE REPLACED PER THE S/B AND DOCUMENTED PER ER/A 363483-14AD.								

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5330	468DA	BOEING				SKIN	CORRODED		12/19/97
DALA	20745	727232					BS 600		DL72S972699
	THE FUSELAGE SKIN WAS FOUND CORRODED AT THE STRINGER 26L LAPSPLICE BETWEEN FS 575 AND 613. THE CORRODED AREA WAS CUTOUT AND A REPAIR DOUBLER INSTALLED. AREAS FWD AND AFT OF THE CUTOUT WERE INSPECTED TO ENSURE NO FURTHER CORROSION WAS PRESENT. THE REPAIR WAS ACCOMPLISHED PER ER/A 363462-14.								
5330	417DA	BOEING				SKIN	CRACKED		12/22/97
DALA	21259	727232					L 1 DOORWAY		DL72K972705
	FOUND DURING B-2 LETTER CHECK, 1.25 INCH CRACK FUSELAGE SKIN AT MAIN ENTRY DOOR UPPER HINGE CUTOUT. REPAIRED PER SRM 53-30-3 FIG 33, TIME LIMITED.								
5330	503DA	BOEING				SKIN	CORRODED		12/19/97
DALA	21305	727232				65545905	BS 700		DL72L972697
	THE FUSELAGE SKIN A FS 705, BL 0 WAS FOUND WITH A SMALL AREA OF CORROSION. THE DAMAGE WAS REMOVED WITH A 1 DIA HOLE. THREE OTHER REPAIRS WERE IN THE GENERAL AREA OF THE CUTOUT. THEREFORE, THE SKIN WAS CUT AT FS 710 FROM S-26L TO S-26R AND A NEW SECTION OF SKIN WAS SPLICED IN PER ER/A 363516-14.								
5330	506DA	BOEING				SKIN	CORRODED		12/19/97
DALA	21308	727232					BS 1050		DL72L972693
	THE FUSELAGE SKIN WAS FOUND CORRODED AT STA 1050, S-29R. THE SKIN WAS CUTOUT WITH A 1 X 4 CUTOUT. THE DAMAGE WAS ADJACENT TO A PREVIOUSLY INSTALLED SKIN REPAIR. THE EXISTING REPAIR WAS REMOVED AND A NEW DOUBLER INSTALLED TO INCORPORATE BOTH REPAIR AREAS. THE DOUBLER WAS INSTALLED PER THE GUIDLINES OF THE B727 SRM AND DOCUMENTED PER ER/A 363508-14.								
5414	471DA	BOEING				SKIN	CRACKED		12/19/97
DALA	20748	727232					S-DUCT HOUSING		DL72K972685
	FOUND ON B2 LETTER CK, SEVERAL 1 INCH CRACKS 'S' DUCT HOUSING FWD OF ACCESS PANEL 9501 LT LOWER CORNER. REPAIRED PER MM 54-30-0.								
5414	417DA	BOEING				SKIN	CRACKED		12/22/97
DALA	21259	727232					S-DUCT HOUSING		DL72K972707
	FOUND ON B2 LETTER CK, SEVERAL .25 INCH CRACKS 'S' DUCT HOUSING FWD OF ACCESS PANEL 9501 RT SIDE. REPAIRED PER MM 54-30-0.								
5720	414DA	BOEING				BRACKET	MISINSTALLED		12/21/97
DALA	21256	727232					NR 1 LE SLAT		DL72K972700
	WHILE ACCOMPLISHING INSPECTIONS MANDATED BY DAL SI 4-59271-12AD, MTC FOUND A .031 GAP BETWEEN THE NR 1 SLAT ACTUATOR AND THE SUPPORT FITTINGS. THE GAP WAS SHIMMED PER THE REQUIREMENTS OF BAC S/B 727-57-0130 AND DOCUMENTED IN ER/A 363526-14AD.								
5754	417DA	BOEING				RIB	CRACKED		12/22/97
DALA	21259	727232					NR 7 LE SLAT		DL72K972708
	FOUND ON B2 LETTER CHECK, 1.25 INCH CRACK IN RADIUS OF NOSE RIB I/B SIDE OF ACTUATOR ATTACH NR 7 SLAT. REPAIRED PER MM 57-54-0.								
5754	510DA	BOEING				RIB	CRACKED		12/13/97
DALA	21312	727232			651622268		NR 6 LE FLAP		DL72L972678
	RIB NR 18 CRACKED. REPAIRED PER MM 57-54-0.								
7312	492FE	BOEING				HEAT VALVE	MALFUNCTION		12/23/97
FDEA	21530	727227					NR 1 ENGINE		97FDEA00897
	97-0254 - NR 1 ENGINE OIL TEMPERATURE IN YELLOW BAND DUE TO FUEL HEAT VALVE STUCK OPEN. SHUTDOWN ENGINE, AFTER 15 MINUTES TEMPERATURE AT 125C MAX TEMPERATURE 130C LESS THAN 5 MINUTES. WINDMILL 50 MINUTES. PULLED OIL FILTER, FOUND CLEAN. INSTALLED NEW FILTER, MOTORED ENGINE NO LEAKS NOTED. REPLACED FUEL DE-ICING VALVE PER MAINTENANCE MANUAL 73-14-11. CANNON PLUG TO THE VALVE IS BAD AND NEEDS TO BE CHANGED. THE VALVE REMAINS DEFERRED PLUG REMOVED, BAGGED AND TIED BACK. VALVE IS WIRED IN THE CLOSED POSITION. CIRCUIT BREAKER OPENED AND COLLARED.								

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7314	287FE	BOEING	PWA			FUEL PUMP	FAILED		12/23/97
FDEA	21849	7272D4	JT8D7B			378200	NR 1 ENGINE		97FDEA00900
	97-0257 - NR1 ENGINE FAILURE AT 400 FEET ABOVE GROUND LEVEL. POP HEARD IN COCKPIT. ENGINE WINDMILLED WITH NORMAL INDICATIONS. RESTART UNSUCCESSFUL. FOUND INPUT SHAFT FOR FUEL PUMP SPLINES STRIPPED INSIDE PUMP. REMOVED AND REPLACED NR 1 ENGINE FUEL PUMP PER MAINTENANCE MANUAL 73-11-01, AND REMOVED AND REPLACED FUEL CONTROL PER MAINTENANCE MANUAL 73-20-01. INSPECTED INLET AND EXHAUST, NO DEFECTS FOUND. NR 1 ENGINE LEAK AND OPERATIONAL CHECK GOOD. PERFORMED TAKEOFF EPR CHECK PER JET RUN HANDBOOK 6-15, CHECK GOOD.								
7930	532DA	BOEING				INDICATOR	FAILED		12/22/97
DALA	22045	727232			39302001789	39302001789	NR 3 ENGINE		DL72S972702
	SMOKE IN THE COCKPIT, FLT DIVERTED TO BHM. MTC FOUND NR 3 ENG OIL QTY IND TO BE SOURCE OF SMOKE. REPLACED INDICATOR.								
7931	720DH	BOEING				OIL PRESS SWITCH	FAILED		12/24/97
DHLA	19544	727228				1163P005202	NR 3 ENGINE		DHL97720001
	ENGINE NR 3 OIL PRESSURE LIGHT FLICKERED CLIMBING THROUGH 8,000 ON T/O. ACCOMPLISHED ALT PROC AND DETERMINED AN IMPENDING OIL BYPASS. RETURNED TO DEN. WHEN THRUST RETARDED, OIL LIGHT WENT OUT. INSPECTED AND REPLACED OIL FILTER DUE TO CARBON, LIGHT FLICKERED AGAIN DURING GROUND RUN. REPLACED OIL PRESSURE SWITCH.								
2560	945WP	BOEING				BRACKET	CORRODED		9/6/97
W8PA	24212	7373K9					BS 312/344		W8PA971564
	PAE- CORROSION ON GIRT BAR, ATTACH POINTS, BS 312 AND 344, LBL 57, WL 208. CORROSION REMOVED, OUT OF LIMITS, REPLACE GIRT BAR ATTACH POINTS.								
3350	821AL	BOEING				BATTERY PACK	DISCHARGED		11/14/97
TSAA	23155	737230C				86210066	CABIN		TSAA9733292
	ON DAILY CHECK, FOUND POSITION NR 6 FLOOR EMERGENCY LIGHT INOP. REPLACED LIGHT BATTERY PACK. OPS CHECK OK. AIRCRAFT RETURNED TO SERVICE. (M)								
3350	951WP	BOEING				BULB	FAILED		12/21/97
W8PA	22951	7373B7				OL3071BPEGPL	L1 DOOR		W8PA971549
	DEN- THRESHOLD LIGHT AT L1 DOOR IS INOP. REPLACED BULB, OPS CHECK GOOD.								
3350	947WP	BOEING				BULB	FAILED		12/23/97
W8PA	23376	7373B7				OL3071BPEGPL	L2 DOOR		W8PA971551
	DEN- AFT LEFT EMERGENCY EXIT LIGHT IS INOP. REPLACED BULBS, OPS CHECK GOOD.								
3350	952WP	BOEING				BULB	FAILED		12/21/97
W8PA	23378	7373B7				OL3071BPEGPL	L1 DOOR		W8PA971550
	DEN- THRESHOLD LIGHT AT L1 DOOR IS INOP. REPLACED BULB, OPS CHECK GOOD.								
3350	508AU	BOEING				WIRE	BROKEN		11/3/97
USAA	23383	7373B7					CABIN		USAASB97323
	ORD - DURING OVERNIGHT CHECK, MAINTENANCE FOUND THE MAIN ENTRY DOOR EVACUATION SLIDE LIGHT INOP AND A FORWARD SECTION OF LOW LEVEL EMERGENCY LIGHTING INOP. MAINTENANCE RELAMPED THE EVACUATION SLIDE LIGHT (P/N 1619) AND REPAIRED BROKEN WIRE/SECURED LOOSE TRACK FOR LOW LEVEL EMERGENCY LIGHTS. OPERATIONAL CHECK GOOD. (M)								
3350	960WP	BOEING				WIRE	DISCONNECTED		12/24/97
W8PA	23331	7373L9					CABIN		W8PA971552
	DEN- EMERGENCY FLOOR TRACK LIGHTING AT OVERWING EXIT IS INOP. RECONNECTED WIRE AT FORWARD LIGHT ASSY, OPS CHECK GOOD.								
3350	956WP	BOEING				PIN	FAILED		12/25/97
W8PA	24299	7373Q8					CABIN		W8PA971553
	EMERGENCY FLOOR TRACK LIGHTING AT ROW 21 IS INOP. REPLACED SOCKET PIN IN THE LIGHT AT ROW 21, OPS CHECK GOOD.								

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5315	945WP	BOEING				FLOORBEAM	CORRODED		9/6/97
W8PA	24212	7373K9					BS 312		W8PA971571
	PAE- CORROSION ON FLOORBEAM BS 312, LBL 27, RBL 12, WL 208. REMOVED FLOORBEAM UPPER CHORD, OUT OF LIMITS, CUT OUT DAMAGE, FABRICATED AND INSTALLED PARTS.								
5315	945WP	BOEING				FLOORBEAM	CORRODED		9/6/97
W8PA	24212	7373K9					BS 294.5		W8PA971565
	PAE- CORROSION AROUND NUT PLATE HOLES ON FLOORBEAM, UPPER CHORD, BS 294.5, WL 208, RBL 7.5, 20, 31.5, 32, 38.5 AND 44. REMOVED CORROSION, OUT OF LIMITS, CUT OF DAMAGE, FAB AND INSTALLED REPAIR PARTS.								
5315	945WP	BOEING				FLOORBEAM	CORRORED		9/6/97
W8PA	24212	7373K9					BS 344		W8PA971556
	PAE- CORROSION ON FLOORBEAM AT BS 344, LBL 36, LBL 1, WL 208. REMOVED CORROSION, OUT OF LIMITS, REPAIRED BEAM.								
5315	945WP	BOEING				FLOORBEAM	CORRODED		9/6/97
W8PA	24212	7373K9					BS 328		W8PA971572
	PAE- CORROSION ON FLOORBEAM BS 328, RBL 14 TO 51, WL 208. CORROSION REMOVED, OUT OF LIMITS, REPLACED UPPER CHORD 328 FLOORBEAM.								
5315	945WP	BOEING				FLOORBEAM	CORRORED		9/6/97
W8PA	24212	7373K9					BS 986-5		W8PA971560
	PAE- CORROSION ON FLOORBEAM BS 986.5, LBL 45, RBL 37 WL 208. REMOVED ALL CORROSION, OUT OF LIMITS, CUT OF UPPER CHORD, FABRICATED NEW CHORD AND SPLICE ANGLES AND INSTALLED.								
5315	945WP	BOEING				FLOORBEAM	CORRODED		9/6/97
W8PA	24212	7373K9					BS 967		W8PA971533
	PAE - CORROSION ON FLOORBEAM BS 967, LBL 42 - RBL 42. REMOVED ALL CORROSION, FOUND TO BE OUT OF LIMITS. REPAIRED FLOORBEAM.								
5320	945WP	BOEING				SUPPORT	CORRORED		9/6/97
W8PA	24212	7373K9					BS 992		W8PA971562
	PAE- CORROSION ON FLOOR T-SUPPORT BS 992, LBL 23 TO 37, WL 208. REMOVED CORROSION, OUT OF LIMITS, REMOVED OLD SUPPORT AND INSTALLED NEW ONE.								
5320	945WP	BOEING				MOPSILL	CORRODED		9/6/97
W8PA	24212	7373K9					BS 947-993		W8PA971563
	PAE- CORROSION ON MOPSILL BS 947 TO 993, LBL 48 TO 53 WL 208 TO 209. REMOVED CORROSION, OUT OF LIMITS, REMOVED AND REPLACED MOPSILL.								
5320	945WP	BOEING				CREASE BEAM	CORRODED		9/5/97
W8PA	24212	7373K9					BS 620-639		W8PA971535
	PAE - CORROSION ON CREASE BEAM WEB BS 620-639, LBL 65-70, WL 208. REMOVED CORROSION, OUT OF LIMITS, REPLACED WEB.								
5320	945WP	BOEING				SUPPORT	CORRODED		9/6/97
W8PA	24212	7373K9					BS 951		W8PA971566
	PAE- CORROSION ON FLOOR SUPPORT BS 951 RBL 45 TO 53. REMOVED CORRODED SECTION, FABRICATED AND INSTALLED REPLACEMENT PARTS.								
5320	945WP	BOEING				SUPPORT	CORRODED		9/6/97
W8PA	24212	7373K9					BS 956		W8PA971567
	PAE- CORROSION ON FLOOR SUPPORT BS 956, RBL19 TO 23, WL 208. REMOVED CORROSION, OUT OF LIMITS, REMOVED AND REPLACED FLOOR SUPPORT.								
5320	945WP	BOEING				SUPPORT	CORRODED		9/6/97
W8PA	24212	7373K9					BS 952		W8PA971568
	PAE- CORROSION ON FLOOR SUPPORT BS 952 RBL 8, WL 208. REMOVED CORROSION, OUT OF LIMITS, REPLACED FLOOR SUPPORT.								

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5320	945WP	BOEING				SUPPORT	CORRODED		9/6/97
W8PA	24212	7373K9					BS 949		W8PA971570
	PAE- CORROSION ON FLOOR SUPPORT BS 949, BL 17 TO 23, WL 208. REMOVED CORRODED SECTION, FABRICATED, REMOVED AND INSTALLED PARTS.								
5320	945WP	BOEING				ANGLE	CORRODED		9/8/97
W8PA	24212	7373K9					BS 1027.5		W8PA971573
	PAE- CORROSION ON WEB SUPPORT ANGLE UNDERSIDE OF TOP HORIZONAL SECTION AT NUT PLATE HOLE BS 1027.5, LBL 6.5, WL 208. REMOVED AND REPLACED WEB SUPPORT ANGLE.								
5320	945WP	BOEING				CREASE BEAM	CORRODED		9/5/97
W8PA	24212	7373K9					BS 727		W8PA971538
	PAE - CORROSION ON CREASE BEAM WEB BS 727B+11, LBL 70, WL 208. REMOVED CORROSION OUT OF LIMITS, REPLACED WEB.								
5320	945WP	BOEING				WEB	CORRODED		9/8/97
W8PA	24212	7373K9					BS 967-986		W8PA971575
	PAE- CORROSION ON WEB BS 967 TO 986, LBL 51, WL 208. REMOVED, FABRICATED AND INSTALLED WEB.								
5320	945WP	BOEING				STIFFNER	CORRODED		9/5/97
W8PA	24212	7373K9					BS 682		W8PA971534
	PAE - CORROSION ON CREASE BEAM WEB STIFFENER BS 682, RBL 69, WL 209. REMOVED AND FABRICATED THE CREASE BEAM WEB STIFFENER AND INSTALLED.								
5320	945WP	BOEING				SUPPORT	CORRODED		9/9/97
W8PA	24212	7373K9					BS 328-344		W8PA971577
	PAE- CORROSION ON FLOOR SUPPORT BS 328 TO 344, LBL 10, WL 208. CORROSION REMOVED, OUT OF LIMITS, REPLACED FLOOR SUPPORT.								
5320	945WP	BOEING				INTERCOSTAL	CORRODED		9/9/97
W8PA	24212	7373K9					BS 344-360		W8PA971578
	PAE- CORROSION ON INTERCOSTAL BS 344 TO 360, RBL 10, WL 208. CORRISION REMOVED, OUT OF LIMITS, REPLACED INTERCOSTAL.								
5320	945WP	BOEING				INTERCOSTAL	CORRODED		9/9/97
W8PA	24212	7373K9					BS 328-344		W8PA971579
	PAE- CORROSION ON INTERCOSTAL, BS 328 TO 344, RBL 10, WL 208. CORROSION OUT OF LIMITS, REMOVED AND REPLACED.								
5320	945WP	BOEING				SUPPORT	CORRODED		9/22/97
W8PA	24212	7373K9					BS 301.5		W8PA971580
	PAE- FLOOR SUPPORT BENEATH FWD LAVATORY ANCHOR POINT CORRODED, BS 301.5, WL 208, LBL 13. REMOVED AND REPLACED FLOOR SUPPORT.								
5320	945WP	BOEING				SUPPORT	CORRODED		9/6/97
W8PA	24212	7373K9					BS 947-967		W8PA971569
	PAE- CORROSION ON FLOOR SUPPORT BS 947 TO 967, RBL 18, WL 208. REMOVED CORROSION, OUT OF LIMITS, REPLACED OLD WEB WITH NEW WEB.								
5320	945WP	BOEING				WEB	CORRODED		9/8/97
W8PA	24212	7373K9					BS 948-950		W8PA971576
	PAE- CORROSION ON WEB BS 948 TO 950, LBL 55, WL 208. REMOVED CORRODED SECTION, FABRICATED AND INSTALLED REPLACEMENT PARTS.								
5320	945WP	BOEING				SUPPORT	CORRODED		9/4/97
W8PA	24212	7373K9					BS 847-867		W8PA971542
	PAE - CORROSION ON SUPPORT FOUND AT BS 847 TO 867, WL 156, RBL 23. CORROSION ON SUPPORT FOUND TO BE OUT OF LIMITS, REPLACED SUPPORT.								

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5320	945WP	BOEING				ANGLE	CORRORED		9/7/97
W8PA	24212	7373K9					BS 248		W8PA971547
	PAE- CORROSION L-ANGLE HORIZONTAL BS 248, RBL 45, WL 256. REMOVED AND REPLACED L-ANGLE CORROSION, FOUND TO BE OUT OF LIMITS.								
5320	945WP	BOEING				SUPPORT	CRACKED		9/4/97
W8PA	24212	7373K9					BS 420-440		W8PA971548
	PAE- CRACKED FLOOR TO SIDEWALL SUPPORT BS 420 TO 440 RBL 25.5, WL 156.5. FLOOR SUPPORT REPLACED WITH NEW SUPPORT.								
5320	945WP	BOEING				WEB	MISSING		9/3/97
W8PA	24212	7373K9					BS 789/794		W8PA971539
	PAE - WEB AT BS 789, BS 794, RBL 24-RBL 31 HAS PIECE MISSING. REMOVED WEB FABRICATED AND INSTALLED NEW WEB.								
5320	945WP	BOEING				SUPPORT	CORRODED		9/21/97
W8PA	24212	7373K9					BS 787/807		W8PA971541
	PAE - CORROSION ON FLOOR TO SIDEWALL SUPPORT UNDER NUTPLATES AT BS 787 TO BS 807, WL 156, RBL 21. CORROSION REMOVED, OUT OF LIMITS, REPLACED FLOOR TO SIDEWALL SUPPORT.								
5320	945WP	BOEING				WEB	CORRODED		9/3/97
W8PA	24212	7373K9					BS 789		W8PA971540
	PAE - CORROSION AROUND NUTPLATE HOLES AT BS 789, RBL 24-RBL 60. REMOVED CORROSION, THEN DISCOVERED WEB TO BE CRACKED, FABRICATED AND INSTALLED NEW WEB.								
5320	945WP	BOEING				SUPPORT	CORRODED		9/4/97
W8PA	24212	7373K9					BS 846-500		W8PA971544
	PAE - CORROSION UNDER NUTPLATES ON FLOOR TO SIDEWALL SUPPORT BS 846 TO BS 500D, LBL 26, WL 156. REMOVED CORROSION, OUT OF LIMITS, FABRICATED AND INSTALLED NEW SUPPORT.								
5320	945WP	BOEING				WEB	CORRORED		9/6/97
W8PA	24212	7373K9					BS 986.5-1016		W8PA971561
	PAE- CORROSION ON WEB BS 96.5 TO 1016, LBL 36 TO 46, WL 208. FOUND WEB TO BE BLENDED OUT OF LIMITS, INSTALLED NEW WEB.								
5320	945WP	BOEING				INTERCOSTAL	CORRODED		9/6/97
W8PA	24212	7373K9					BS 967.5-987.5		W8PA971581
	PAE- INTERCOSTAL CORRODED AT STRINGER 21 BETWEEN FRAME BS 967.5 TO 987.5, RIGHT BUTT LINE 40. BLENDED CORROSION, OUT OF LIMITS, REMOVED, FABRICATED AND INSTALLED NEW INTERCOSTAL.								
5320	945WP	BOEING				STRAP	CORRORED		9/6/97
W8PA	24212	7373K9					BS 1006-1030		W8PA971559
	PAE- CORROSION ON WEB STRAP BS 1006 TO 1030, LBL 3 TO 8, WL 208. CORROSION REMOVED, OUT OF LIMITS, REPLACED WITH NEW STRAP.								
5320	945WP	BOEING				SUPPORT	CORRODED		9/6/97
W8PA	24212	7373K9					BS 947		W8PA971532
	PAE - CORROSION ON FLOOR SUPPORT AT BS 947-967, RBL 41, WL 208. REMOVED CORROSION FOUND TO BE OUT OF LIMITS. REMOVED AND REPLACED FLOOR SUPPORT.								
5320	945WP	BOEING				SUPPORT	CORRORED		9/4/97
W8PA	24212	7373K9					BS 500		W8PA971546
	PAE- CORROSION UNDER NUT PLATE LT SIDEWALL TO BULKHEAD SUPPORT BS 500D, WL 158, LBL 35 TO 25. REMOVED CORROSION, OUT OF LIMITS, REMOVED OLD SUPPORT AND INSTALLED NEW SUPPORT.								

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5320	945WP	BOEING				CREASE BEAM	CORRODED		9/5/97
W8PA	24212	7373K9					BS 697		W8PA971536
	PAE - CORROSION ON CREASE BEAM WEB BS 697, RBL 68, WL 208. REMOVED CORROSION ON CREASE BEAM WEB BS 697, RBL 68, WL 208, WAS WITHIN LIMITS.								
5320	945WP	BOEING				BEAM	DAMAGED		9/5/97
W8PA	24212	7373K9					BS 727		W8PA971554
	PAE- TWO DOUBLE HOLES ON LONGITUDINAL BEAM, ONE AT BS 727A + 8, ONE AT BS 727A+14, RBL 1, WL 208. CUT OUT DAMAGED SECTION OF BEAM, FABRICATED REPAIR PARTS AND INSTALLED.								
5320	945WP	BOEING				SUPPORT	CORRORED		9/6/97
W8PA	24212	7373K9					BS 956		W8PA971555
	PAE- CORROSION ON FLOOR SUPPORT AROUND FASTENERS HOLES BS 956, RBL 27 TO 40, WL 208. FABRICATED NEW FLOOR SUPPORT AND INSTALLED.								
5320	945WP	BOEING				ANGLE	CRACKED		9/26/97
W8PA	24212	7373K9					BS 291-296		W8PA971557
	PAE- CRACKED RADIUS ON AFT END OF ATTACH ANGLE, BS 291.5 TO 296, RBL 54, WL 208. REMOVED AND REPAIRED.								
5320	945WP	BOEING				CHANNEL	CORRORED		9/6/97
W8PA	24212	7373K9					BS 298-340		W8PA971558
	PAE- CORROSION OF C-CHANNEL AT BS 298 TO 340, WL 209, RBL 60. REMOVED AND REPLACED C-CHANNEL.								
5320	945WP	BOEING				SUPPORT	CORRODED		9/4/97
W8PA	24212	7373K9					BS 500		W8PA971543
	PAE-CORROSION UNDER NUTPLATES ALONG FLOOR TO SIDEWALL SUPPORT, BS 500 TO BS 500D, WL 156, RBL 26. REMOVED ALL CORROSION, WITHIN ALLOWABLE LIMITS, ALODINED AND PAINTED.								
5320	945WP	BOEING				CREASE BEAM	CORRODED		9/5/97
W8PA	24212	7373K9					BS 616-639		W8PA971537
	PAE - CORROSION ON CREASE BEAM WEB BS 616-639, RBL 70, WL 208. REMOVED CORROSION OUT OF LIMITS, REMOVED AND INSTALLED NEW WEB.								
5320	945WP	BOEING				INTERCOSTAL	CORRODED		9/8/97
W8PA	24212	7373K9					BS 1019.5		W8PA971574
	PAE- CORROSION ON UNDERSIDE OF TOP HORIZONTAL SECTION OF INTERCOSTAL AROUND NUT PLATE, HOLE AT BS 1019.5, LBL 27.5, WL 208. FABRICATED INTERCOSTAL AND INSTALLED.								
5347	945WP	BOEING				CARGO TRACK	CORRODED		9/4/97
W8PA	24212	7373K9					BS 500		W8PA971545
	PAE - CORROSION UNDER NUTPLATES ON CARGO TRACK, BS 500C+15 WL 156, LBL 18. REMOVED AND REPLACED DAMAGED SECTION FORM BS 500B+10 TO 500D.								
2131	681UP	BOEING				CONTROLLER	MALFUNCTIONED		12/23/97
IPXA	19661	747121				7102977	CABIN		UPS97425355
	INSPECTION TYPE-N/A, DURING CABIN CLIMBOUT AT 18,000 CABIN PRESS BEGAN CLIMBING ABOVE 9,000 FT THE CABIN ALT WAS SET AT 6,000. THE AUTO FAIL LIGHT ILLUM AND PRESS DIFF WAS 8.4 APPROX 2 MIN LATER CABIN CLIMBED ABOVE 10,000 AND PRESS RELIEF VALVES WERE CLOSED AND THE UPPER PRESS RELIEF VALVE LIGHT REMAINED ON. DESCENDED BELOW 10,000 FT W/OUTFLOW VALVES OP. REPLACED AUTO PRESSURE CONTROLLER BITE CHECK OK.								
3350	672UP	BOEING				CONNECTOR	FAILED		12/6/97
IPXA	20324	747123F					FLIGHT DECK		UPS97425332
	INSPECTION TYPE-N/A, FLIGHT DECK EMERGENCY EXIT CEILING LIGHT INOP. FOUND BAD CONTACT, ADJUSTED AS REQUIRED, F/C OK. THIS CLOSES M-143122 (REF LOG PAGE 991265).								

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3350	661US	BOEING				CONNECTOR	LOOSE		12/24/97
NWAA	23719	747451					CABIN		9724336301
	DURING LINE CHECK, FOUND ESCAPE PATH EMERGENCY LIGHTS INOPERATIVE AT DOOR 3L AND FROM ROWS 35HJK TO 43HJK. RECONNECTED LIGHT ASSEMBLIES, OPERATIONAL CHECK GOOD.								
3350	663US	BOEING				WIRING	LOOSE		12/24/97
NWAA	23818	747451					CABIN		9724346303
	DURING LINE CHECK, FOUND FLOOR PATH EMERGENCY LIGHTS INOPERATIVE FROM ROWS 24 TO 32. RECONNECTED WIRING, OPERATIONAL CHECK GOOD.								
3350	670US	BOEING				WIRING	FAILED		12/25/97
NWAA	24225	747451					CABIN		9724326310
	DURING LINE CHECK, FOUND LEFT SIDE D-ZONE FLOOR PATH EMERGENCY LIGHTS INOPERATIVE. REPAIRED WIRING, OPERATIONAL CHECK GOOD.								
3350	615DL	BOEING				POWER SUPPLY	INOPERATIVE		12/24/97
DALA	22822	757232			BPS73		R2 DOOR		DL757972715
	R2 DOOR EXIT SIGN INOP. REPLACED POWER SUPPLY.								
5210	667DN	BOEING				ASSIST BOTTLE	LOW PRESSURE		12/24/97
DALA	25035	757232			80330035		L1 DOOR		DL757972730
	L1 DOOR POWER ASSIST BOTTLE PRESS LOW. REPLACED BOTTLE.								
5610	431UP	BOEING				WINDOW	LACK OF LUBE		12/23/97
IPXA	25462	75724APF					LT COCKPIT		UPS97525356
	INSPECTION TYPE-N/A, CAPT WINDOW DIFFICULT TO UNLATCH. REMOVED DEBRIS FROM LOWER LATCH AND LUBRICATED, WINDOW LATCH OPS CHECKS GOOD PER MM 56-11-02 P519.								
5610	431UP	BOEING				WINDOW	LACK OF LUBE		12/23/97
IPXA	25462	75724APF					LT COCKPIT		UPS97525357
	INSPECTION TYPE-N/A, CAPT WINDOW DIFFICULT TO UNLATCH. ADJUSTED WINDOW IAW M/M 56-11-02 AND FOUND INSPECTORS PUTTY ON ALL 4 PIN THAT WAS IN A SOLID STATE. CLEANED APPLIED LUBE WINDOW CK'D OK.								
5610	431UP	BOEING				WINDOW	LACK OF LUBE		12/23/97
IPXA	25462	75724APF					RT COCKPIT		UPS97525358
	INSPECTION TYPE-N/A, F/O WINDOW DIFFICULT TO UNLATCH. ADJUSTED WINDOW IAW M/M 56-11-01. FOUND INSPECTION PUTTY ON ALL 4 LATCH CAMS IN A SOLID STATE. CLEANED AND RE-LUBED LATCH CAMS, WINDOW OPS CKS OK.								
5754	615DL	BOEING				WEDGE	DELAMINATED		12/17/97
DALA	22822	757232				114N4004157	NR 3 LE SLAT TE		DL757972695
	THE NR 3 SLAT WAS FOUND WITH A 4 BY 2 AREA OF DELAMINATION ON THE TRAILING EDGE WEDGE. A COMPOSITE REPAIR WAS INSTALLED PER THE B757 SRM AND DOCUMENTED PER ER/A 363470-14AD.								
2910	112DL	BOEING	GE			BRACKET	BROKEN		12/18/97
DALA	22224	767232	CF680A2				NR 2 ENGINE		DL767972679
	DURING MTC, AFTER OPERATING THE RT ENG TO IDLE FOR HIGH OIL CONSUMPTION CHECKOUT, FOUND FUEL RUNNING FROM RT ENG STRUT DRAINLINE. INSPECTED AREA, FOUND ENG FUEL FEED LINE COUPLING AT THE TOP OF THE STRUT JUST FWD OF THE WING LE CHAFFED THRU DUE TO A BROKEN HYD LINE BRACKET. REPLACED COUPLING AND PACKINGS. FWD BROKEN BRACKET TO MCO O18770009. NEEDS (P/N 312T1079-227) OR TO BE MADE OUT OF .063 STAINLESS STEEL.								
5330	110DL	BOEING				SKIN	PUNCTURED		12/18/97
DALA	22222	767232					BS 422		DL767972696
	THE FUSELAGE SKIN AT FS 422 BETWEEN STRINGERS 21L AND 22L WAS PUNCTURED BY GROUND EQUIPMENT. THE FINAL SKIN CUTOUT WAS 6.5 BY 5. THE DAMAGE WAS REPAIRED WITH A SKIN DOUBLER. INSTALLED PER THE PROCEDURES OF THE B767 SRM AND DOCUMENTED PER ER/A 300885-14, REV B.								

ATA OPER	REG. NO SERIAL NO	ACFT MAKE ACFT MODEL	ENG MAKE ENG MDL	PROP MAKE PROP MDL	COMP MFG COMP MDL	PART NAME PART NUMBER	PART COND PART LOC.	TT TSO	DIFF. DATE OPER CONT NO
5330	131DN	BOEING				SKIN	PUNCTURED		12/23/97
DALA	24852	767332					BS 308		DL76S972720
	THE FUSELAGE SKIN WAS PUNCTURED AND TRIMMED AWAY OVER AN 8 BY 8 AREA BETWEEN FS 303 AND 311 AND BETWEEN STRINGERS 26L AND 29L. STRINGERS 27L AND 28L WERE SEVERED AND REPAIRED PER SRM. THE SKIN WAS REPAIRED WITH AN EXTERNAL ALUMINUM DOUBLER PER ER/A 363527-14, REV A.								
2750	931CA	CNDAIR				BPSU	FAILED	4704	12/27/97
COMA	7037	CL6002B19				855D1007	RT TE FLAP	424	COMA9760257
	FLAPS FAILED AT ZERO DEGREES. REPLACED THE RIGHT HAND FLAP BRAKE AND POSITION UNIT.								
2751	933CA	CNDAIR				FLAP WARNING	ACTIVATED		12/23/97
COMA	7040	CL6002B19					TE FLAPS		COMA9760254
	FLAPS FAIL CAUTION MESSAGE WHEN FLAPS SELECTED UP AFTER TAKEOFF. COULD NOT DUPLICATE DISCREPANCY. OPERATIONAL CHECK OF FLAP SYSTEM SATISFACTORY.								
2752	949CA	CNDAIR				ACTUATOR	FAILED		12/27/97
COMA	7080	CL6002B19				852D1009	LT TE FLAP		COMA9760258
	FLAPS FAIL MESSAGE AFTER TAKEOFF WHEN FLAPS SELECTED UP. REPLACED DEFECTIVE LEFT HAND OUTBOARD FLAP ACTUATOR.								
3030	931CA	CNDAIR				CONTROLER	TRIPPED		12/25/97
COMA	7037	CL6002B19					PITOT HEAT		COMA9760255
	STANDBY PITOT HEAT CAUTION MESSAGE. RESET HEAT CONTROLLER. PROBLEM DOES NOT DUPLICATE.								
3240	958CA	CNDAIR				VALVE	DEFECTIVE	5039	12/27/97
COMA	7111	CL6002B19				158861	PARKING BRAKE		COMA9760256
	PARKING BRAKE AND ANTI-SKID CAUTION MESSAGE DURING LANDING APPROACH. REPLACED THE PARKING BRAKE SHUT OFF VALVE.								
3620	981CA	CNDAIR				CONTROL UNIT	MALFUNCTIONED	4819	12/24/97
COMA	7163	CL6002B19				20035008067	RT BLEED AIR		COMA9760260
	RIGHT HAND 14TH STAGE BLEED AIR DUCT WARNING. COULD NOT DUPLICATE DISCREPANCY. REPLACED BLEED LEAK CONTROL UNIT FOR TROUBLESHOOTING.								
3620	984CA	CNDAIR				WARNING	ACTIVATED		12/24/97
COMA	7171	CL6002B19					RT BLEED AIR		COMA9760259
	LEFT HAND AND RIGHT HAND BLEED AIR DUCT LEAK WARNING MESSAGE. COULD NOT DUPLICATE DISCREPANCY. SYSTEM TEST WAS NORMAL.								
7200	959CA	CNDAIR	GE			ENGINE	FAILED		12/22/97
COMA	7116	CL6002B19	CF343A1				RIGHT		COMA9760253
*****	UNCOMMANDED ACCELERATION OF RIGHT ENGINE ALL ENGINE PARAMETERS WERE EXCEEDED. REPLACED ENGINE.								
6110		DHAV		HAMSTD		SHEATH	CRACKED	18628	10/1/96
		DHC7*		24PF305		PFA12D19B	PROP ASSY	4803	EY2R9600129
	PROP ASSY HAS 3 SHEATHS CRACKED								
2611	841PH	DHAV			KIDDE	LAMP	FAILED		12/23/97
QXEA	82	DHC8102			82522710001	MS2523787	NR 2 SMOKE DET		QXEA9700916
	SEA- BAGGAGE SMOKE WARNING TEST NR 2 INOP. TEST NR 1 WORKS NORMAL. RELAMPED TEST CIRCUIT OF NR 2 SMOKE DETECTOR, OPERATIONAL CHECK GOOD.								
2612	840PH	DHAV				BULB	FAILED		12/28/97
QXEA	74	DHC8102				MS25237327	NR 1 T-HANDLE		QXEA9700925
	SEA - NR 1 FIRE T-HANDLE DETECTION LAMP BURNED OUT. RELAMPED AS REQUIRED, OPERATIONAL CHECK GOOD.								

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5210	816PH	DHAV				CABLE	INOPERATIVE		12/24/97
QXEA	54	DHC8102				85210368101	CABIN DOOR		QXEA9700919
	PDX- MAIN CABIN DOOR WON'T OPEN. REPLACED CABLE AND ASSIST STRUTS, OPERATIONAL CHECK GOOD.								
5210	840PH	DHAV			DHAV	SUPPORT ROD	BROKEN		12/24/97
QXEA	74	DHC8102			85210152001	85210241103	CABIN DOOR		QXEA9700924
	SEA- MAIN CABIN DOOR WILL NOT OPEN. EXITED THROUGH EMERGENCY DOOR. REPLACED BROKEN SUPPORT ROD, OPERATIONAL CHECK GOOD.								
5210	840PH	DHAV				MECHANISM	OUT OF ADJUST		12/24/97
QXEA	74	DHC8102					PAX DOOR		QXEA9700918
	YVR- MAIN CABIN DOOR WILL NOT OPEN. EXITED THROUGH EMERGENCY EXIT. CABIN DOOR UNJAMMED, ALL DOOR STOPS, FITTINGS INSPECTED WITH NO DEFECTS NOTED. DOOR LINKAGE IN WARDROBE INSPECTED WITH NO DEFECTS NOTED. CABIN DOOR LUBRICATED AND FUNCTION CHECKED SERVICEABLE. AIRSTAIR DOOR ROD AND HANDLES INSPECTED NOTING UPPER DOOR SUPPORT ROD SWAGED END LOOSE. SERVICEABLE FOR FURTHER FLIGHT, TO BE REPLACED AT NEXT MAINTENANCE BASE.								
6140	355PH	DHAV				RELAY	MALFUNCTION		12/24/97
QXEA	500	DHC8202				YD4N	E/E COMPT		QXEA9700920
	PDX- AUTO FEATHER TEST INOP. AUTO FEATHER ARMS NORMALLY. REPLACED RELAYS 6121-K3 AND 6121-K4. ACCOMPLISHED AUTO FEATHER SYSTEM AND POWER UPTRIM TEST, SYSTEM TESTS GOOD.								
5270	332PH	DORNER	PWA	HARTZL	DORNIER	BRACKET	FAILED		12/26/97
M8XA	3010	DO328100	PW119C	HDE6C3B	001A521B0145		PAX DOOR		M8XA9700022
	EN ROUTE, THE CREW RECEIVED A DOOR WARNING INDICATION. ACFT RETURNED, LANDED WITHOUT FURTHER INCIDENT. MX DISCOVERED THE PAX DOOR PROXIMITY SENSOR TARGET WAS MISRIGGED. ALSO, THE PROXIMITY SENSOR BRACKET WAS DAMAGED SEVERAL ATTACH RIVETS WERE LOOSE. ACFT WAS THEN FLOWN TO COS, WHERE MX REPLACED THE DOOR HANDLE BELLCRANK ASSEMBLY COMPLETE WITH NEW PROX TARGET BRACKET. ALL WORK ACCOMPLISHED IAW AMM 52-71-00. ALL GROUND OPERATIONAL CHECKS WERE SATISFACTORY. ACFT WAS RELEASED FOR SERVICE. THIS IS THE SECOND OCCURANCE OF THIS DISCREPANCY IN THE LAST THREE DAYS.								
6120	433JS	DORNER	PWA	HARTZL		CIRCUIT BREAKER	TRIPPED		12/21/97
VNAA	3047	DO328100	PW119B	HDE6C3B			PROP OVERSPEED		VNAA9712015
	DURING TAXI, THE CREW ATTEMPTED A PROP OVERSPEED TEST. THE TEST FAILED, AND THE AIRCRAFT RETURNED TO THE GATE . PIT MAINTENANCE INSPECTED AND RESET THE OVERSPEED CIRCUT BREAKER. OPERATION CHECKS WERE COMPLIED WITH IN ACCORDANCE WITH DORNIER MAINTENANCE MANUAL 71-01-00, AND THE AIRCRAFT WAS RETURNED TO SERVICE.								
6110		DOUG		HARTZL		CLAMP	CORRODED		9/1/96
		B18A		HCB3R302		1977	PROPELLER ASSY		EY2R9601000
	CORROSION FOUND ON CLAMP.								
7230	160US	DOUG	PWA			COMPRESSOR	STALLED		12/22/97
NWAA	46769	DC1040	JT9D20J				NR 3 ENGINE		9724251160
*****	DURING LANDING ROLLOUT, WHILE IN REVERSE THRUST THE NR 3 ENGINE COMPRESSOR STALLED. THE EGT ROSE TO 880C BEFORE THE ENGINE WAS SHUT DOWN. MAINTENANCE INSPECTED THE ENGINE PER MM71-00-00 WITH NO DEFECTS NOTED. THE ENGINE WAS RUN WITH NORMAL INDICATIONS. THE NR 3 THRUST REVERSER WAS PLACED ON MEL AND THE AIRCRAFT RETURNED TO SERVICE.								
2120	182SK	DOUG				AIR DISTR	SMOKE		12/29/97
TC8A	45817	DC8F55					COCKPIT		TC8A97056
	SMOKE INSIDE THE AIRCRAFT, RETURNED TO MIA. CHECKED ALL FOUR ENGINE, OIL LEAK OK. RAN ENGINE ONE AT A TIME WITH BLEEDS ON AND NASI SYSTEM OPERATING, LT AND RT NO SMOKE ENTERING COCKPIT. RAN ALL FOUR ENGINES WITH ALL FOUR BLEEDS ON AND NASI SYSTEM OPERATING, COULD NOT GET SMOKE INTO COCKPIT ON GROUND. OPS CHECKS NORMAL IAW MAINTENANCE MANUAL 21-2-0 AND M/M 36-00.								

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2121	41CX	DOUG				FAN	FAILED		12/19/97
IXXA	46129	DC862F				X207256D	COCKPIT		IXXA9700169
	EN ROUTE, A BURNT ODOR WAS SENSED IN THE COCKPIT WITH THE LEFT RECIRCULATION FAN OPERATING. THE FAN WAS SHUT OFF FOR THE REMAINDER OF THE FLIGHT. MAINTENANCE FOUND THE FAN DEFECTIVE. MAINTENANCE DEFERRED THE LEFT RECIRCULATION FAN.								
2612	801GP	DOUG				FIRE WIRE	BROKEN		12/24/97
RRXA	46039	DC871F					NR 4 ENGINE		RRXA97326
	NR 4 ENGINE FIRE WARNING CAME ON MOMENTARILY DURING LANDING, WILL NOT TEST. REPAIRED BROKEN WIRE AT AFT FIRELOOP. NR 4 ENGINE FIRE WARNING OPS CHECKS GOOD.								
2913	8079U	DOUG				HYD PUMP	LEAKING		12/21/97
RRXA	45947	DC871F				55107	NR 3 ENGINE		RRXA97325
	LEAK IN HYD SYSTEM (VERY SLOW AND CONTINUED WITH BOTH PUMPS BYPASSED AND HYD CONT LEVER DOWN). PERFORMED PROCEDURES IAW QRH. FOUND NR 3 ENGINE HYD PUMP LEAKING. REMOVED AND REPLACED HYD PUMP, RAN NR 3 ENG. OP CK GOOD, NO LEAKS NOTED.								
3230	801GP	DOUG				BOGGIE ACTUATOR	FAILED		12/19/97
RRXA	46039	DC871F				56165545503	RT MLG		RRXA97324
	LANDING AT EWR OTHER A/C REPORTED SMOKE RT MAIN. REMOVED AND REPLACED RT BOGGIE TRIM ACT IAW DC-8 MM 32-31-18. SYSTEM LEAK CHK NORMAL.								
3260	996CF	DOUG				PROX SENSOR	DIRTY		12/19/97
RRXA	46162	DC862F					NLG		RRXA97323
	NOSE GEAR GREEN LIGHTS WENT OUT AT 200 FEET AURAL WARNING CAME ON, INITIATED GO AROUND, GEAR LIGHTS CAME BACK ON. ALL SYSTEM CHECKED NORMAL, LANDED. INSPECTED NOSE GEAR DOWN LOCK ASSY CLEANED AND ADJUSTED DOWN AND LOCKED PROX SENSOR IAW 32-20.								
5330	868BX	DOUG				SKIN	DAMAGED		12/6/97
CKSA	46034	DC863					FUSELAGE		CKSA97610
	AIRCRAFT DAMAGED BY FORKLIFT APPROX 2 FOOT FOWARD OF LEFT WING ROOT. INSPECTED AND REPAIRED DAMAGE IAW DC8 SRM 53-2-1, LOG PAGE 999-3485.								
2450	935VV	DOUG				CIRCUIT BREAKER	FAILED		12/26/97
VJ6A	47534	DC932				5D000950	COCKPIT		VJ970367
	AT CRUISE NUMEROUS CIRCUIT BREAKERS TRIPPED WITHIN SECONDS OF EACH OTHER. REMOVED AND REPLACED LEFT PHASE 0 C 50 AMP CIRCUIT BREAKER IAW MM 24-20.								
2560	946VV	DOUG				SLIDE	FELL OFF		12/25/97
VJ6A	47226	DC932				591769637	L 1 DOOR		VJ970366
	PASSENGER ENTRY DOOR EMERENCY SLIDE CAME OFF. REINSTALLED PASSENGER ENTRY DOOR EMERGENCY SLIDE IAW MM 25-62-0.								
2560	924VV	DOUG				SLIDE	FELL OFF		12/29/97
VJ6A	47278	DC932				591769637	PAX DOOR		VJ970368
	PASSENGER ENTRY DOOR EMERENCY SLIDE CAME OFF. REINSTALLED PASSENGER ENTRY DOOR EMERENCY SLIDE IAW MM 25-62-0.								
2560	930VV	DOUG				COVER	FELL OFF		12/24/97
VJ6A	47723	DC932				113317	R1 DOOR		VJ970365
	FORWARD GALLEY DOOR EMERGENCY SLIDE COVER CAME OFF. REINSTALLED FORWARD GALLEY DOOR EMERGENCY SLIDE COVER IAW MM 25-61.								
2565	940N	DOUG				SLIDE	LOW PRESSURE	34409	12/23/97
NWAA	47572	DC932				113317	CABIN DOOR	3899	9724249918
	DURING LINE MAINTENANCE INSPECTION, FOUND RIGHT FORWRD CABIN DOOR EVACUATION SLIDE LOW ON PRESSURE. REPLACED SLIDE.								

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3010	621NW	DOUG				CONTROL UNIT	FAILED		12/25/97
NWAA	47544	DC932					LEFT		9724269621
	DURING CLIMBOUT, THE LEFT ICE PROTECTION TEMPERATURE HIGH LIGHT ILLUMINATED ONCE THE ANTI-ICE SWITCH WAS TURNED TO THE OFF POSITION. FLIGHT CREW CONSULTED WITH MAINTENEANCE CONTROL, RETURNED TO ORIGINATION AND LANDED WITHOUT INCIDENT. MAINTENANCE REPLACED THE THERMO-ELECTRIC CONTROL UNIT, THE LEFT HIGH TEMPERATURE SENSOR, AND THE LEFT ANTICIPATOR AND THERMOSTAT, OPERATIONAL CHECK OK.								
3320	69523	DOUG				TRANSFORMER	FAILED		12/23/97
CALA	47520	DC932					CABIN		CALA9701796
	SPARKS AND SMOKE CAME FROM A LEFT OVERHEAD BIN WHEN BIN WAS OPENED BY A PASSENGER WHILE AIRCRAFT WAS AT GATE IN ELP. THE CIRCUIT BREAKER POPPED AND THE SMOKE AND SPARKS CEASED. MAINTENANCE FOUND TRANSFORMER IN OVERHEAD BIN AT FAULT. THE AIRCRAFT WILL BE FERRIED TO HOUSTON FOR TRANSFORMER REPLACEMENT, INSPECTION, AND REPAIRS.								
3350	603NW	DOUG				CONNECTOR	LOOSE		12/24/97
NWAA	47101	DC932					CABIN		9724279603
	DURING LINE CHECK, FOUND SEAT 13 EMERGENCY PATHWAY LIGHT INOPERATIVE. MAINTENANCE RESEATED CONNECTOR UNDER SEAT LEG, OPERATIONAL CHECK OK.								
3350	9846	DOUG				POWER SUPPLY	INOPERATIVE		12/23/97
NWAA	47383	DC932					LT NACELLE		9724239984
	DURING LINE MAINTENANCE INSPECTION, FOUND LEFT ENGINE NACELLE EMERGENCY LIGHT INOPERATIVE. REPLACED BATTERY POWER SUPPLY, OPERATIONAL CHECK NORMAL.								
3350	610NW	DOUG				BATTERY PACK	DISCHARGED		12/23/97
NWAA	47432	DC932					CABIN		9724219610
	FLIGHT ATTENDANT REPORTED AFT EMERGENCY FLASHLIGHT INOPERATIVE. REPLACED BATTERY PACK, OPERATIONAL CHECK NORMAL.								
3350	752NW	DOUG				BATTERY	DISCHARGED		12/28/97
NWAA	47116	DC941					CABIN		9724299752
	DURING LINE CHECK, FOUND FORWARD RIGHT HAND AND LEFT HAND EMERGENCY EXIT LIGHTS INOPERATIVE. MAINTENANCE REPLACED BATTERY PACK, OPERATIONAL CHECK NORMAL.								
3350	759NW	DOUG				LIGHT	INOPERATIVE		12/26/97
NWAA	47287	DC941					CABIN		9724319759
	DURING LINE CHECK, FOUND EMERGENCY EXIT LIGHT AT SEAT ROW 3 INOPERATIVE. MAINTENANCE INSTALLED NEW EMERGENCY EXIT LIGHT AT SEAT ROW 3, OPERATIONAL CHECK OK.								
3350	787NC	DOUG				POWER SUPPLY	INOPERATIVE		12/27/97
NWAA	48149	DC951					CABIN		9724289878
	PILOT REPORTED EMERGENCY LIGHTS AT SEAT ROWS 5 THROUGH 8 ILLUMINATED DURING FLIGHT AND WILL NOT TEST PROPERLY. MAINTENANCE REPLACED POWER SUPPLY AND BATTERY PACK AT STATION 711, OPERATIONAL CHECK OK.								
3350	301RC	DOUG				BATTERY	DISCHARGED		12/27/97
NWAA	48054	DC982					CABIN		9724309301
	DURING LINE CHECK, FOUND TAIL COMPARTMENT EMERGENCY EXIT LIGHTS INOPERATIVE. MAINTENANCE REPLACED BATTERIES, OPERATIONAL CHECK OK.								
3418	9332	DOUG				STALL WARNING	MALFUNCTIONED		12/23/97
NWAA	47264	DC931					E/E COMPT		9724229968
	STALL INDICATION FAILURE LIGHT ILLUMINATED AFTER TAKEOFF. FLIGHT WAS RETURNED TO DTW AND LANDED WITHOUT INCIDENT. MAINTENANCE FOUND CROSS MONITOR PINS DOWN ON BOTH STALL WARNING COMPUTERS. RESET PINS. ALSO, REPLACED STALL WARNING TONE GENERATOR, OPERATIONAL CHECK NORMAL.								

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7320	923RW	DOUG	PWA			PT2 LINE	CRACKED		12/23/97
NWAA	47183	DC931	JT8D15				RT ENGINE		9724209956
	RIGHT ENGINE EPR INDICATION FAILED TO REACH TARGET VALUE DURING TAKEOFF ROLL. THE TAKEOFF WAS ABORTED AND THE FLIGHT RETURNED TO THE GATE. MAINTENANCE REPLACED THE RIGHT ENGINE NOSE DOME ASSEMBLY WITH A SERVICEABLE UNIT. RUN-UP AND OPERATIONAL CHECKS WERE SATISFACTORY.								
2140	965DL	DOUG				HEATER	SMOKING		12/26/97
DALA	49984	MD88			1116961		CARGO COMPT		DLM88972739
	SMOKE IN CABIN. DIVERTED TO JAN. REPLACED FORWARD CARGO HEATER.								
3230	909DL	DOUG				BEARING	RUSTED		12/23/97
DALA	49540	MD88				B538DDFS464	NLG		DLM88972724
	WHILE WORKING CORROSION VISIT ITEMS THE NLG UPPER DRAG BRACE WAS REPLACED REF NR 26. DURING AFTER REPLACEMENT CHECKOUT THE NLG ALTERNATE EXTENSION LINKAGE WAS FOUND FROZEN UP AND THE GEAR WOULD NOT EXTEND USING THIS METHOD. ON FURTHER INSPECTION THE NLG UPLOCK RELEASE MECHANISM WAS FOUND TO HAVE RUSTED AND WORN BEARINGS REF NR 124. AFTER BEARING REPLACEMENT THE SYSTEM CHECKED NORMAL PER MM REF IPC 32-30-00-01A FIG 01A SHEET 2 ITEM 605.								
5311	982DL	DOUG				FRAME	CRACKED		12/23/97
DALA	53273	MD88				5913595501	BS 1418		DLM88972710
	FS 1418 FOUND CRACKED AT L2R. TYPICAL LOCATION FOR EARLIER AC BUT FACTORY/PRODUCTION MOD WAS TO PREVENT PROBLEM. WILL REPAIR SAME WAY AS REPAIR FOR EARLIER AC. REPAIR PER ERA 331142-14.								
5320	908DL	DOUG				JAMB	CORRODED		12/20/97
DALA	49539	MD88					C1 DOOR		DLM88972686
	FWD CARGO DOOR OPENING LWR JAMB PAN HAD EXTENSIVE CORROSION. REPAIRED PER ERA 331138-14.								
2130	237SW	EMB	PWA			VALVE	FAILED		11/24/97
SWIA	120314	EMB120ER	PW118A				CABIN		SWIA971035
	AUTO AND MANUAL PRESSURIZATION INOP. RETURNED TO THE GATE IN SLC. REMOVED AND REPLACED ELECTRO/PNEUMATIC VALVE IAW MM 21-30-3. AUTO AND MANUAL PRESSURIZATION OPS CHECKS GOOD.								
2150	130G	EMB				ACM	FAILED	3276	12/19/97
COMA	120130	EMB120RT				22045402	LEFT	1411	COMA9710500
	LAV SMOKE DETECTOR ACTIVATED. CABIN FILLED WITH SMOKE. REPLACED THE LEFT AIR CYCLE MACHINE.								
2722	193SW	EMB	PWA			ACTUATOR	FAILED		12/1/97
SWIA	120088	EMB120ER	PW118A			3081401003	RUDDER		SWIA971037
	RIGHT RUDDER TRAVEL IS RESTRICTED IN FLIGHT WITH YAW DAMPER OFF. REPLACED RUDDER A ACTUATOR IAW MM 27-20-00. OPS CHECK GOOD WITH NO LEAKS NOTED.								
2751	161CA	EMB				ANNUNCIATOR PNL	MALFUNCTION	4292	12/21/97
COMA	120143	EMB120RT				3069001017	COCKPIT		COMA9710501
	FLAP CONTROL FAULT, ASYMMETRY AND DISAGREEEMENT WARNINGS. REPLACED THE FLAP ANNUNCIATOR PANEL.								
2752	197SW	EMB	PWA			CONNECTOR	WATER CONTAM		12/6/97
SWIA	120186	EMB120ER	PW118A				RT TE FLAP		SWIA971039
	RIGHT NACELLE FLAP DEPLOYED (UNCOMMANDED) AT 210 KTS ON APPROACH TO LAX. FOUND WATER IN RIGHT NACELLE FLAP ACTUATOR CANNON PLUG. CLEANED, RECONNECTED AND CYCLED FLAPS NUMEROUS TIMES. OPS CHECKS GOOD AT THIS TIME WITH NO FAULTS NOTED.								
2752	196CA	EMB				ACTUATOR	FAILED	16507	12/21/97
COMA	120196	EMB120RT				3203001007	RT TE FLAP	5586	COMA9710502
	FLAP CONTROL FAULT WARNING. REPLACED THE RIGHT OUTBOARD FLAP ACTUATOR.								

ATA OPER	REG. NO SERIAL NO	ACFT MAKE ACFT MODEL	ENG MAKE ENG MDL	PROP MAKE PROP MDL	COMP MFG COMP MDL	PART NAME PART NUMBER	PART COND PART LOC.	TT TSO	DIFF. DATE OPER CONT NO
3060	266CA	EMB				BRUSH BLOCK	WORN		12/24/97
COMA	120258	EMB120RT				7756892	RT PROP		COMA9710509
	RIGHT HAND PROPELLER DE-ICE FAILED. REPLACED THE BRUSH BLOCK ASSY.								
3150	263CA	EMB				CIRCUIT BREAKER	TRIPPED		12/26/97
COMA	120255	EMB120RT					COCKPIT		COMA9710507
	TRIM WARNING DURING TAKEOFF. AURAL WARNING CIRCUIT BREAKER WAS TRIPPED. RESET BREAKER AND SYSTEM TEST NORMAL.								
3260	258CA	EMB				BOX CONTROL	MALFUNCTION	15622	12/23/97
COMA	120247	EMB120RT				12038594001	LANDING GEAR		COMA9710505
	AFTER LANDING GEAR SELECTED UP, THE LEFT HAND MLG INDICATED INTRANSIT. REPLACED THE LANDING GEAR CONTROL BOX.								
3350	247CA	EMB				WIRE	BROKEN		12/23/97
COMA	120225	EMB120RT					CABIN		COMA9710506
	SOME OF THE CABIN FLOOR PATH EMERGENCY LIGHTS ARE INOP. REPAIRED BROKEN WIRE.								
3350	263CA	EMB				LAMP	FAILED		12/19/97
COMA	120255	EMB120RT				1317	CABIN		COMA9710504
	LEFT OVERWING EMERGENCY LIGHT IS INOP. REPLACED LAMP.								
3350	462CA	EMB				BATTERY	DISCHAGED	12221	12/24/97
COMA	120264	EMB120RT				D36604001	CABIN	3	COMA9710508
	EMERGENCY LIGHTS ARE INOP. REPLACED EMERGENCY BATTERY PACKS.								
3610	259CA	EMB				PRESS REGULATOR	LEAKING	16883	12/19/97
COMA	120252	EMB120RT				38E966A	LT ENGINE	1	COMA9710503
	LEFT AIR DUCT LEAK WARNING ACTIVATED. WARNING CEASED AFTER ENGINE SHUT DOWN. REPLACED THE LEFT BLEED AIR PRESSURE REGULATOR.								
2740	491US	FOKKER				TRIM	MALFUNCTIONED		12/20/97
QXEA	11156	F28MK4000					HORIZ STAB		QXEA9700917
*****	PDX- DESCENDING THROUGH 13000 FT, FIRST OFFICER DISCONNECTED THE AUTOPILOT FOR LANDING. FELT A NOSE DOWN FORCE ON THE ELEVATOR AND ATTEMPTED TO TRIM THE PRESSURE OFF WITH STABILIZER TRIM WHEEL. ALTERNATE STAB TRIM WAS TRIED BUT IT TRIPPED CIRCUIT BREAKER. THE CIRCUIT BREAKER WAS RESET AND ALTERNATE TRIM TRIED AGAIN BUT CIRCUIT BREAKER TRIPPED A SECOND TIME. FIRST OFFICER SLOWED AIRCRAFT TO ABOUT 210 KNOTS AND CONTINUED TO FLY MANUALLY. DIRECT ROUTING TO RUNWAY REQUESTED. AIRCRAFT LANDED WITHOUT INCIDENT. AIRCRAFT DOWN FOR REPAIRS.								
3350	452US	FOKKER				POWER SUPPLY	INOPERATIVE		12/25/97
QXEA	11105	F28MK1000				6008905	CABIN		QXEA9700923
	PDX- OVERWING EMERGENCY EXIT GREEN EXIT SIGN LIGHTS INOP ON LEFT AND RIGHT SIDE. REPLACED LEFT AND RIGHT OVERWING EMERGENCY EXIT BATTERY POWER SUPPLIES, OPERATIONAL CHECK GOOD.								
3350	491US	FOKKER			GRIMES	BULB	FAILED		12/27/97
QXEA	11156	F28MK4000			2302	1820	CABIN		QXEA9700933
	GEG - COCKPIT ENTRANCE EMERGENCY EXIT SIGN HAS MANY 28V LAMPS INOP. RELAMPED, OPERATIONAL CHECK GOOD.								
3350	479AU	FOKKER			GRIMES	BULB	FAILED		12/28/97
QXEA	11228	F28MK4000			5515900004	MGG1055	CABIN		QXEA9700926
	BOI - OVERHEAD EMERGENCY EVACUATION LIGHT INOP OVER ROW 8. INSTALLED SERVICEABLE LIGHT BULB, OPERATIONAL CHECK GOOD.								

******* DENOTES SIGNIFICANT OCCURRENCE**

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3350	480AU	FOKKER			GRIMES	BULB	FAILED		12/26/97
QXEA	11229	F28MK4000			5515900004	MGG1055	CABIN		QXEA9700927
	GEG - EXIT SIGN ABOVE CABIN DOOR INOP. RELAMPED SIGN, OPERATIONAL CHECK GOOD.								
3350	480AU	FOKKER			GRIMES	BULB	FAILED		12/27/97
QXEA	11229	F28MK4000			2302	1820	CABIN		QXEA9700928
	GEG - OVERHEAD AISLE EMERGENCY LIGHTS AT ROWS 12 AND 13 INOP. RELAMPED, OPERATIONAL CHECK GOOD.								
3350	480AU	FOKKER			GRIMES	SIGN	INOPERATIVE		12/27/97
QXEA	11229	F28MK4000			5515800106	5515900004	CABIN		QXEA9700929
	GEG - EXIT SIGN AT FORWARD CABIN OVERHEAD NOT ILLUMINATED. INSTALLED SERVICEABLE EXIT SIGN, OPERATIONAL CHECK GOOD.								
3350	486US	FOKKER				LIGHT	MALFUNCTIONED		12/27/97
QXEA	11237	F28MK4000					CABIN		QXEA9700930
	YEG - FLOOR PROXIMITY LIGHTS IN ROWS 1 THROUGH 6 ILLUMINATED. EMERGENCY LIGHTING SYSTEM OPERATIONAL CHECK GOOD. NO PARTS REPLACED, SYSTEM FOUND SERVICEABLE.								
3350	486US	FOKKER				WIRE	BROKEN		12/28/97
QXEA	11237	F28MK4000					CABIN		QXEA9700931
	SEA - FLOOR PROXIMITY LIGHTS IN ROWS 1 THROUGH 6 SEATS A/B ARE ILLUMINATED INFLIGHT AND ON GROUND. REPAIRED BROKEN WIRE AT SEAT 6, OPERATIONAL CHECK GOOD. NO PARTS REPLACED.								
3350	486US	FOKKER			GRIMES	BULB	FAILED		12/28/97
QXEA	11237	F28MK4000			2302	1820	CABIN		QXEA9700932
	GEG - EMERGENCY EXIT SIGN ROW 8A IS INOP. RELAMPED, OPERATIONAL CHECK GOOD.								
5210	452US	FOKKER				MECHANISM	DIRTY		12/23/97
QXEA	11105	F28MK1000					PAX DOOR		QXEA9700922
	PDX- FLIGHT ATTENDANT COULD NOT OPEN PASSENGER DOOR FROM THE INSIDE, HAD TO BE OPENED FROM THE OUTSIDE. CLEANED MAIN CABIN DOOR LOCK PINS AND RECEPTICLE IN DOOR. NO PARTS REPLACED. NO OTHER DEFECTS NOTED. OPERATIONAL CHECK GOOD.								
2120	733DS	LKHEED				ACM	REQD SERVICE		12/18/97
DALA	193C1224	10113851					NR 3		DLL10972670
	NR 3 PACK OVHT AT TOUCHDOWN. CABIN FILLED WITH SMOKE AND BURNING SMELL THROUGHOUT A/C. INSPECTED NR 3 PACK, FOUND NO OIL IN NR 3 ACM. LOCKED PACK VLV OUT PER MEL. FWD TO MCO AND PLAC.								
2150	725DA	LKHEED				PACK	SMOKING	31860	12/22/97
DALA	193C1162	10113851				73808921	CABIN		DLL10972703
	AFTER T/O APPROX 2 MIN AFTER PACKS 1 AND 3 WERE TURNED ON, SMOKE WAS NOTICED THROUGHOUT THE A/C. ALL LAV SMOKE DET SOUNDED. PACKS AND BLEEDS WERE SHUT OFF, SMOKE DID NOT GET WORSE. A/C LANDED AT BOS 5 MIN AFTER SMOKE WAS NOTED. PUT APU ON MCO AND PERFORMED DUCT BURNOUT PER M/M RAN ENG AT PWR, OPS CK GOOD.								
2780	736DY	LKHEED				COMPARATOR	FAILED		12/24/97
DALA	193C1227	1011385115				472085119M	LE SLATS		DLL14972725
	L/E SLATS LOCKED OUT AFTER T/O, SLATS WOULD NOT RETRACT. REPLACED SLAT COMPARATOR MONITOR.								
2917	761DA	LKHEED				PRESS XMITTER	LEAKING		12/27/97
DALA	193Y1208	10113853			VT0107K		C-HYD SYST		DLL19972732
	WHILE IN CRUISE, LOSS C-HYD SYSTEM BOTH QUANTITY AND PRESSURE HYD PRESS LOW LIGHT NEVER CAME ON. FOUND HYD PRESS TRANSMITTER LEAKING. REPLACED TRANSMITTER, INSPECTED C-SYSTEM FILTERS, CYCLED ALL CONTROL SURFACES AND ALL CKECKS NORMAL.								

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3350	784DA	LKHEED				INVERTER	FAILED		12/18/97
DALA	193A1038	10113851				51066	CABIN		DLL13972676
	LWR GALLEY EMERG LIGHTS INOP. REPLACED INVERTER MODULE ON BACK OF BATTERY PACK, CKS OK.								
5711	755DL	LKHEED				REAR SPAR	CRACKED		12/19/97
DALA	193Y1184	10113853					LT/RT WING		DLL15972698
	THE LT AND RT REAR SPAR UPPER CAP TO WEB ATTACH HOLES WERE OVERSIZED BEYOND REPAIRABLE LIMITS TO REMOVE CRACKS. THE REAR SPARS WERE SUBSEQUENTLY MODIFIED BY REPLACING THE INBD WEB AND UPPER SPAR CAP PER LAC S/B 093-57-215. THE WORK WAS ACCOMPLISHED PER THE S/B WITH ANY DEVIATIONS NOTED AND APPROVED PER ER/A 363289-14AD, REV A.								
2611	234AE	SAAB				SMOKE DETECTOR	MALFUNCTIONED		12/21/97
WWMA	340B234	340B				72111211000	CARGO COMPT	8681	WWMA9700210
	THE CARGO SMOKE LIGHT ILLUMINATED AFTER STARTING BOTH ENGINES. REPLACED BOTH FORWARD AND AFT CARGO SMOKE DETECTORS.								
2611	261AE	SAAB				SMOKE DETECTOR	MALFUNCTIONED		12/21/97
WWMA	340B261	340B				72111211000	CARGO COMPT	1470	WWMA9700209
	CARGO SMOKE DETECTOR WOULD NOT TEST. REPLACED THE FORWARD CARGO SMOKE DETECTOR.								
2611	324AE	SAAB				SMOKE DETECTOR	FAILED TEST		12/22/97
WWMA	340B324	340B					LAVATORY		WWMA9700211
	DURING PREFLIGHT, THE LAVATORY SMOKE DETECTOR FAILED TO TEST. MAINTENANCE PERFORMED OPERATIONAL CHECKS OF THE LAVATORY SMOKE DETECTION SYSTEM AND COULD NOT DUPLICATE PROBLEM.								
3350	309AE	SAAB				LIGHT PANEL	DEFECTIVE		12/20/97
WWMA	340B309	340B				2LA0059851	CABIN		WWMA9700208
	FLIGHT ATTENDENTS EMERGENCY PANEL ARMED LIGHT DOES NOT ILLUMINATE. REPLACED WITH NEW GE85 BULB. ALSO, EMERGENCY LIGHT PANEL ABOVE SEAT 14A IS LOOSE AND FALLS OUT. REPLACED LIGHT PANEL.								
3350	329AE	SAAB				BULB	FAILED		12/26/97
WWMA	340B329	340B				GE85	CABIN		WWMA9700214
	DURING PREFLIGHT, THE EMERGENCY ARM LIGHT ON THE FLIGHT ATTENDENTS PANEL FAILED TO ILLUMINATE. REPLACED BULB.								
3350	341SB	SAAB				BULB	FAILED		12/23/97
WWMA	340B341	340B				3801BEGPL	CABIN		WWMA9700212
	DURING MAINTENANCE CHECK, FLOOR EMERGENCY LIGHTING AT 7BC FAILED TO ILLUMINATE. REPLACED FLOOR LAMP BULB.								
5610	354SB	SAAB				WINDSHIELD	CRACKED	8690	12/26/97
WWMA	340B354	340B				8103732	RT COCKPIT		WWMA9700213
	DURING APPROACH, THE FIRST OFFICERS FRONT WINDSHIELD OUTER PANE CRACKED. REPLACED WINDSHIELD.								
6110		STBROS		HARTZL		BEARING	CORRODED	14395	6/1/96
		SD360		HCB5MP3		1851T	PROPELLER ASSY	4470	EY2R9600822
	CORROSION FOUND ON BEARING.								
6110		STBROS		HARTZL		BEARING	CORRODED	22514	4/1/96
		SD360		HCB5MP3		1851T	PROPELLER ASSY	706	EY2R9600549
	BEARING CORRODED.								

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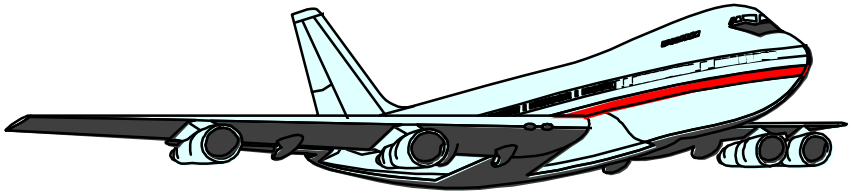
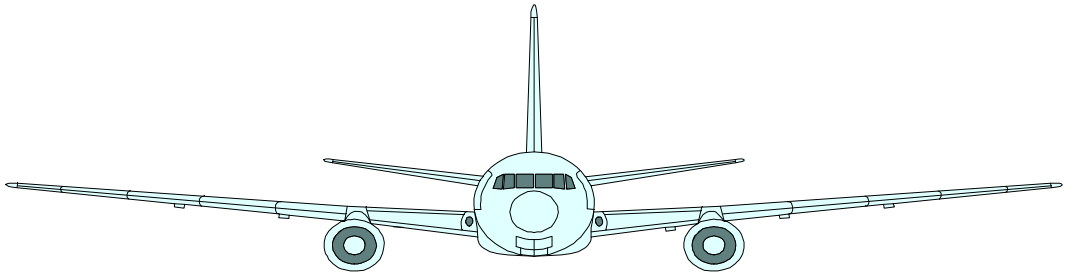
6110		SWRNGN		MCAULY		REVERSE STOP	CORRODED	2834	6/1/96
		SA226AC		4HFR34C652		B5162	PROPELLER ASSY		EY2R9600774
	CORROSION FOUND ON REVERSE STOP SCREW.								
6110		SWRNGN		MCAULY		CYLINDER	CORRODED	2834	6/1/96
		SA226AC		4HFR34C652		D6174	PROPELLER ASSY		EY2R9600775
	CYLINDER FOUND CORRODED.								
6110		SWRNGN		MCAULY		NUT	CORRODED	2834	6/1/96
		SA226AC		4HFR34C652		A163919	PROPELLER ASSY		EY2R9600776
	NUT FOUND CORRODED.								
6110		SWRNGN		MCAULY		CYLINDER PIN	CORRODED	14000	6/1/96
		SA226AC		4HFR34C652		A1896	PROPELLER ASSY	4758	EY2R9600777
	CORROSION FOUND ON CYLINDER.								
6110		SWRNGN		MCAULY		REVERSE STOP	CORRODED	2834	6/1/96
		SA226AC		4HFR34C652		B5162	PROPELLER ASSY		EY2R9600778
	CORROSION FOUND ON REVERSE STOP SCREW.								
6110		SWRNGN		MCAULY		CYLINDER	CORRODED	2834	6/1/96
		SA226AC		4HFR34C652		D6174	PROPELLER ASSY		EY2R9600779
	CYLINDER CORRODED.								
6110		SWRNGN		ROTOL		BOLT	CORRODED	11083	9/1/96
		SA226TC		R321482F8		A10210E	PROPELLER ASSY	4352	EY2R9600942
	CORROSION FOUND ON BOLT.								
6110		SWRNGN		ROTOL		CAP SCREW	CORRODED	11083	9/1/96
		SA226TC		R321482F8		130035908	PROPELLER ASSY	4352	EY2R9600941
	CORROSION FOUND ON CAP SCREW.								
6114		SWRNGN		MCAULY		HUB	CORRODED	15814	5/1/96
		SA226AC		4HFR34C652		D6153C652	PROPELLER ASSY	2454	EY2R9600623
	HUB FOUND CORRODED.								
6110		SWRNGN		MCAULY		SLIP RING	CORRODED	1956	3/1/96
		SA227AC		4HFR34C652		D40354	PROPELLER ASSY		EY2R9600460
	SLIP RING FOUND CORRODED.								

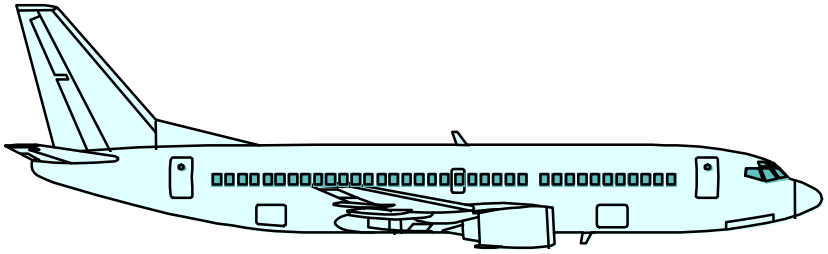
(End of DOMESTIC SERVICE DIFFICULTY REPORT SUMMARY)



INTERNATIONAL



SERVICE DIFFICULTY REPORT



INTERNATIONAL SERVICE DIFFICULTY REPORT SUMMARY

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6111				ROTOL	ROTOL	CLAMP	FAILED		10/27/97
				R3526123F1		666000361	PROPELLER BLADE	2657	AU971340
	(AUS) PROPELLER BLADE CLAMP FAILED AT THE LAST SPOT WELD POSITION OFTHE REINFORCING STRAP.								
7230			PWA		PWA	COMPRESSOR BLADE	DAMAGED	6896	8/18/94
			JT9D7R4D				8TH & 9TH STAGES		CA941004504
*****	(CAN) AFTER TAKEOFF 300 FEET THERE WAS A LOUD EXPLOSION ACCOMPANIED BY A YAW TO THE LEFT. LEFT ENGINE EGT ANNUNCIATED IN RED. ENGINE POWER REDUCED TO IDLE. FLIGHT RETURNED & LANDED WITHOUT FURTHER INCIDENT. FOUND METAL PIECES IN UPPER LEFT BLEED VALVE SCREEN ENGINE BOROSCOPED & REVEALED DAMAGE TO 8TH & 9TH STAGE COMPRESOR BLADES.								
7830			PWA			PSEU	FAULTY		8/16/94
			JT9D7R4D			849704	THRUST REVERSERS		CA941004501
	(CAN) ON LANDING BOTH ENGINES STAYED IN REVERSE THRUST AT 62% N1 (WOULD NOT COME OUT OF REVERSE THRUST). BOTH ENGINES SHUT-DOWN WHEN CLEARED OF RUNWAY. AIRCRAFT TOWED TO GATE. CHECK CABLES & RIGGING BOTH ENGINES. CYCLED LEFT & RIGHT THRUST REVERSERS TEN TIMES STATIC, RAN ENGINES & CYCLED LEFT & RIGHT REVERSERS. CHANGED P.S.E.U. (PROXIMITY SWITCH ELECTRONIC UNIT).								
2420		AEROSP	PWA		SWITLIK	VOLTAGE REG	OVER VOLTAGE		9/20/94
		ATR42300	PW120		55901	201219	NR 1 INVERTER		CA940930009
	(CAN) OVERVOLTAGE OF NR1 STATIC INVERTER WAS REPORTED. MAINTENANCE INVESTIGATION REVEALED THAT OVERVOLTAGE WAS CAUSED BY TCAS PROCESSOR WHICH RECEIVES ITS POWER FROM THE INVERTER. ELECTRICAL ANALYSIS SHOWED THAT THE INVERTER COULD EASILY ABSORB THE LOAD BUT IT HAS TO BE LINEAR. THIS IS NOT THE CASE FOR THE PROCESSOR. PROBLEM IS CURRENTLY UNDER REVIEW FOR POSSIBLE MODIFICATION.								
2121		AIRBUS				BLOWER FAN	SEIZED		8/18/94
		A320211				21200011	ELEC COMPTMENT		CA941005503
	(CAN) FLIGHT CREW REPORTED A BURNING SMELL IN THE ELECTRICAL COMPARTMENT AREA. INVESTIGATION REVEALED BLOWER FAN 20HG SEIZED. BLOWER FAN WAS REPLACED.								
2121		AIRBUS				BLOWER	INOPERATIVE		8/30/94
		A320211				3454F	AVIONIC VENT		CA940928501
	(CAN) VENT BLOWER FAULT LIGHT ILLUMINATED ACCOMPANIED BY SMELL OF BURNING ELECTRICS. AVIONIC VENT BLOWER REPLACED AND OPERATIONALLY CHECKED SERVICEABLE.								
2752		AIRBUS				ACTUATOR	MIS RIGGED		2/9/97
		A320212					TE FLAP ACTUATOR		AU970184
	(AUS) RH WING INBOARD AND OUTBOARD TRAILING EDGE FLAPS MISALIGNED - NR 2 FLAP ACTUATOR INCORRECTLY RIGGED								
3230		AIRBUS				UPLOCK	FAILED		9/6/94
		A320211				201122006	LEFT MLG		CA940928507
	(CAN) LEFT LANDING GEAR WOULD NOT RETRACT AFTER TAKEOFF. RECYCLED LANDING GEAR, NO CHANGE. ECAM MESSAGE SHOWED LH MAIN WITH RED AND LDG GEAR DOORS ALL OPEN. LEFT MAIN LANDING GEAR UPLOCK ASSY CHANGED. GEAR OPERATIONALLY CHECKED SERVICEABLE								
5210		AIRBUS				FITTING	MIS RIGGED		1/17/97
		A320212					PAX/CREW DOOR		AU970248
	(AUS) L1 DOOR ARM/DISARM CAM WORN ALLOWING ARMING LEVER TO MOVE FROM DISARMED TO ARMED POSITION WITHOUT REMOVING THE SAFETY PIN -INVESTIGATION FOUND THAT THE BORE OF THE BALL PIN FITTING WAS NOT CENTRAL UNDER THE CAM ALLOWING THE ARMING CAM TO RIDE PAST THESAFETY PIN								
2520		BAG	LYC	ROTOL		SEAT EXTENSION	CRACKED		6/16/94
		BAE146200A	ALF502R5	R2124304		C3101031105	CABIN		CA940929001
	(CAN) SEAT EXTENSION CRACKED.								

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2820		BEECH	PWA			FUEL LINE	BLOCKED		8/30/94
		200BEECH	PT6A41				LT ENG FUEL FEED		CA940928105
	(CAN) LH ENGINE BEGAN SURGING, & LOW FUEL PRESSURE LIGHT CAME ON. STANDBY BOOST PUMP TURNED ON & LIGHT WENT OUT BUT ENGINE STILL SURGING. AIRCRAFT LANDED OK. INSP FOUND A RED SHOP RAG BLOCKING FUEL FEED LINE FROM WING MAIN TANK TO NACELLE TANK.								
3232		BOEING	PWA			VALVE	BROKEN		9/28/94
		727225	JT8D7B			10605801	RT MLG DOOR INB		CA941004007
	(CAN) ON DEPARTURE LOST HYDRAULIC PRESSURE AFTER LANDING GEAR SELECTED UP. RH MLG INBOARD DOOR IN OPEN POSITION.RECTANGULAR 1.25 X .68 SECTION MISSING FROM A PASSAGE OF THE VALVE ASSY. POSSIBLY DUE TO GRINDING OF CASTING FLASH EXTENSION DURING MANUFACTURE.								
5610		BOEING	PWA			SLIDING WINDOW	ARCING		9/7/94
		72722	JT8D7B				CO-PILOTS		CA940930201
	(CAN) ARCING ON THE FIRST OFFICERS SLIDING WINDOW. MOUNTING BRACKET SCREW AND NUT GROUNDING OUT. ITEMS REVERSED. PART OF MOD.								
2530		BOEING	PWA			BASE	SHORTED		8/17/94
		747238B	JT9D7F				GALLEY HOT CUP		CA940928504
	(CAN) GALLEY 1 & 2 CIRCUIT BREAKERS FOR HOT CUPS POPPED. BREAKERS RESET. CIRCUIT BREAKER PANEL HOT. HOT CUP BASE BURNT								
3610		BOEING	PWA			VALVE PRESS REG	FAILED	10220	8/22/94
		747433	PW4056			8021701	NR2 ENGINE		CA940928502
	(CAN) CONTAMINATION & DAMAGE TO WIRING & CONNECTORS IN NR 2 PYLON & UPPER FORWARD SECTION OF ENGINE ACCUMULATION OF SKYDROL FLUID IN FORWARD STRUT BOX, STRUT DRAIN LINES CLOGGED WITH COKED HYDRAULIC FLUID UPPER FORWARD FIRE DETECTION LOOP DAMAGED BY HEAT DISTORTION. FOUND NR 2 ENGINE PRESSURE REGULATING VALVE BODY SEPARATED FROM VALVE. SKYDROL ACCUMULATION FROM PREVIOUS THRUST REVERSER ISOLATION VALVE LEAKING, LINE WAS CHANGED AT THE TIME. PRESSURE REGULATING VALVE REPLACED. UPPER FORWARD FIRE DETECTION LOOP REPLACED & TESTED. STRUT BOX DRAIN LINES CLEARED & AREA CLEANED. SEVEN CONNECTORS & HARNESS REPLACED. HYDRAULIC LEAK & SYSTEM CHECKED ON GROUND RUN.								
2550		BOEING				WIRE	BROKEN		1/23/97
		767338					CARGO COMPARTME		AU970202
	(AUS) FORWARD CARGO HOLD DRIVE SYSTEM WIRE LOCATED IN THE CARGO HOLD FLOOR AT STN 520 POWER DRIVE UNIT SEVERED - TRIPPED CIRCUIT BREAKER RESETTING CAUSED A SMALL FIRE CAUSING DAMAGE TO THE WIRING AND ADJACENT INSULATION								
3110		BOEING	PWA			MODULE	SHORTED		8/24/94
		767233	JT9D7R4D			434093003	INST PANEL		CA940928503
	(CAN) PRIOR TO PUSH BACK SMOKE BEGAN COMING OUT OF THE INSTRUMENT PANEL. WHEEL WELL FIRE LIGHT AND ELECTRONIC COMPARTMENT LIGHTS CAME ON, ALL POWER TURNED OFF. RH GREEN AND AMBER GEAR LIGHT MODULE SHORTED.								
3232		BOEING	PWA			VALVE SEQUENCE	INTERMITTENT		9/2/94
		767275	JT9D7R4D			99C513301	RH GEAR		CA940928506
	(CAN) RH MLG GREEN DOWN LIGHT STAYED ON WITH GEAR HANDLE UP. EICAS MESSAGE GEAR DISAGREE DISPLAYED. DOOR AMBER LIGHT AND GEAR LIGHTS ILLUMINATED. CYCLED GEAR RETRACTION OK.								
5240		BOEING	PWA			PANEL	MISSING		9/6/94
		767275	JT9D7R4D			314T323039	RT ENG OIL SVC		CA940928505
	(CAN) OIL SERVICE PANEL FROM RH ENGINE MISSING AN INBOARD CORE COWL DAMAGED. LARGE HOLE JUST AFT OF OIL SRVICE PANEL AND A SMALL PUNCTURE AFT OF HOLE.								
7810		CAMAIR	ALLSN			EDUCTOR	CRACKED	205	9/27/94
		480	250C*			41200173	EXHAUST		CA941005006
	(CAN) LOOSE RIVETS CAUSED A STIFFENER TO SEPARATE FROM THE EXHUAST EDUCTOR. A NEW EDUCTOR WAS INSTALLED								

ATA OPER	REG. NO SERIAL NO	ACFT MAKE ACFT MODEL	ENG MAKE ENG MDL	PROP MAKE PROP MDL	COMP MFG COMP MDL	PART NAME PART NUMBER	PART COND PART LOC.	TT TSO	DIFF. DATE OPER CONT NO
7921		CAMAIR	ALLSN			FLEX COUPLING	CRACKED	205	9/27/94
		480	250C*			28010413	COOLER FAN DRIVE		CA941005007
	(CAN) THE FORWARD FLEX COUPLING ON THE OIL COOLING FAN DRIVE WAS FOUND CRACKED DURING INSPECTION.								
3230		CESSNA	LYC	MCAULY	CESSNA	FITTING	CRACKED	5850	9/29/94
		172RG	O360F1A6	B2D34C220		24130023	NLG ACTUATOR		CA941005002
	(CAN) ACTUATOR FITTING OF NLG FOUND CRACKED ON BOTH SIDES. SUBMITTER SUSPECTS THAT BOLTS WERE NOT TIGHT ENOUGH BECAUSE NUTS BOTTOMED ON THREADS. ON REASSEMBLY WITH NEW PART SUBMITTER ADDED A WASHER TO EACH NUT & BOLT. CESSNA SEB 93-8 COVERS THIS PROBLEM.								
8530		CESSNA	LYC	MCAULY	LYC	PUSH ROD	BENT	636	8/31/94
		172N	O320H2AD	1C160DTM		LW15315	NR4 CYL INTAKE		CA940928104
	(CAN) ENGINE RAN ROUGH IN CRUISE FLIGHT AN UNEVENTFUL LANDING WAS ACCOMPLISHED. NR4 CYLINDER INTAKE PUSH ROD AND TUBE WERE FOUND SEVERELY BENT & OIL WAS LEAKING THROUGH BROKEN SEAL AT PUSH ROD TUBE. UPON INVESTIGATION BOTH ROCKER ARM FULCRUM NUTS WERE FOUND LOOSE & EXHAUST PUSH ROD WAS SHORTER THAN STANDARD LENGTH.								
7532		CESSNA	PWA			VALVE	FAILED	1078	9/26/97
		208B	PT6A114			312124803	COMP BLEED		CA971003008
	(CAN) AIRCRAFT RETURNED TO BASE AFTER PILOT OBSERVED HIGH ITT INDICATION. AIRCRAFT WAS GROUND RUN AND ENGINE PERFORMANCE INDICATED COMPRESSOR OR COLD SECTION PROBLEM WITH THE ENGINE. ENGINE WAS GROUND RUN AGAIN WITH HEATER IN GROUND MODE WHICH USES BLEED AIR FROM THE BLEED VALVE FOR HEAT ON THE GROUND. THERE WAS NO INDICATION OF THE BLEED VALVE CLOSING AT ITS REQUIRED POWER SETTING. THE COMPRESSOR BLEED VALVE WAS REPLACED AND GROUND RUN PERFORMANCE WAS RESTORED AND THE AIRCRAFT RETURNED TO SERVICE.								
2750		CNDAIR	GE			FLAP	FAILED	6529	9/3/97
		CL6002B19	CF343A				FLAP ECU		CA970922021
	(CAN) ON APPROACH PILOTS GOT A FLAP FAIL INDICATION WHEN THEY TRIED TO SELECT MORE THAN 8 DEGREES FLAPS. FLIGHT DID GO AROUND AND THEN LANDED FLAPLESS AND OK. FLAP ELECTRONIC CONTROL UNIT TEST CARRIED OUT AS PER FAULT MANUAL. SYSTEM RESET AND NO FAULT FOUND AFTER RESET.								
8520		DHAV	PWA	HAMSTD	PWA	CAM	WORN LOBE	512	9/23/94
		DHC3	R1340*	23D40		11768	MAIN CRANKCASE		CA940930001
	(CAN) PILOT REPORTED ENGINE IS SOUNDING LIKE IT IS OUT OF SYNC. INVESTIGATION WAS CARRIED OUT. CAM ASSEMBLY WAS FOUND TO BE WORN AT ONE OF THE LOBES. ENGINE WAS REMOVED & SENT FOR R&O.								
8530		DHAV	PWA			CYLINDER	SEPARATED		9/12/97
		DHC3	R1340*			20578A1	ENG NR 1 CYL	611	CA970926010
*****	(CAN) THE AIRCRAFT WAS ON DESCENT, FOR SEVERAL MINUTES, WITH REDUCED POWER, THE ENGINE BACKFIRED AND QUIT. POWER OFF LANDING CARRIED OUT ON LAKE. THE ENGINE WAS RESTARTED FOR TAXIING, BUT RAN ROUGH AND WAS SHUTDOWN. INSPECTION FOUND THE NR1 CYLINDER HEAD HAD SEPARATED THROUGH THE CENTRE WITH THE ENTIRE INTAKE VALVE HOUSING. INTAKE VALVE PIECES ENTER BLOWER DIFFUSER SECTION WITH SOME PIECES FOUND IN NR5 AND NR6 CYLINDER INDUCTION PIPES. THE EXHAUST VALVE WAS ALSO BROKEN AND POUNDED INTO A TRIANGULAR SHAPE AND REMAINED IN THE CYLINDER UPPER CHAMBER. THERE WAS HEAVY METAL CONTAMINATION THROUGHOUT THE ENGINE. THE ENGINE WAS DEEMED UNREPAIRABLE AND REMOVED.								
7200		DHAV	PWA	HARTZL	PWA	ENGINE	OIL LEAK		9/27/94
		DHC6200	PT6A20				NR1 POSITION		CA941004006
	(CAN) DURING PRE-DESCENT CHECK THE NR1 ENGINE OIL PRESSURE WARNING LIGHT ILLUMINATED & THE OIL PRESSURE GAUGE READING DROPPED RAPIDLY. THE ENGINE WAS SHUTDOWN & THE AIRCRAFT RETURNED TO BASE. INSPECTION REVEALED THE ENGINE OIL QUANTITY WAS VERY LOW, METAL SLIVERS WERE FOUND IN THE CHIP DETECTOR, OIL FILTER SCREEN CHECKED & FOUND CLEAR. THE ENGINE WAS SPLIT & EVIDENCE OF AN OIL LEAK WAS FOUND IN THE POWER SECTION. THE ENGINE HAS BEEN REMOVED FOR REPAIR								
2560		DHAV				DITCHING DAM	DEPLOYED		2/24/97
		DHC8311					EMERGENCY EQUIP		AU970191
	(AUS) LH UNDERWING DITCHING DAM DEPLOYED IN FLIGHT - SEE MDR 97/0190FURTHER INFORMATION ON SIMILAR DEFECT								

******* DENOTES SIGNIFICANT OCCURRENCE**

ATA OPER	REG. NO SERIAL NO	ACFT MAKE ACFT MODEL	ENG MAKE ENG MDL	PROP MAKE PROP MDL	COMP MFG COMP MDL	PART NAME PART NUMBER	PART COND PART LOC.	TT TSO	DIFF. DATE OPER CONT NO
2560		DHAV				DITCHING DAM	FAILURE		2/21/97
		DHC8311					EMERGENCY EQUIP		AU970190
	(AUS) LH DITCHING DAM INFLATED - INVESTIGATION FOUND THAT THE CAUSE WAS THE FAILURE OF THE GASKET INSTALLED IN THE DITCHING DAM ADAPTER								
2750		DHAV	PWA			FLEX DRIVE CORE	FAILED		9/26/94
		DHC8102	PW120A			5906989201	TORQUE SENSOR		CA941005005
	(CAN) AFTER TAKEOFF FLAPS SELECTED FROM 5 DEGREES TO 0 DEGREE RESULTED IN A FLAP DRIVE CAUTION LIGHT. LIGHTS OUT WHEN FLAPS AT 3 DEGREES. FLAP SECONDARY FLEX DRIVE FAILED AT TORQUE SENSOR.								
2910		DHAV	PWA	HAMSTD		LINE	LEAKING		9/15/94
		DHC8102	PW120A			82970010633	LT HYD MANIFOLD		CA940930004
	(CAN) ON CLIMB OUT CREW NOTICED RAPID LOSS OF HYDRAULIC FLUID IN NR1 SYSTEM. HYDRAULIC PRESSURE LINE FROM LH SKID CONTROL VALVE TO THE LH HYDRAULIC PRESSURE MANIFOLD ASSY CRACKED. LINE REPLACED.								
2923		DHAV	PWA			HANDLE	DAMAGED		9/18/94
		DHC8311	PW123			1022851	BRAKE HYD PUMP		CA940929002
	(CAN) ON DEPARTURE WHEN GEAR SELECTED UP RH MAIN GEAR UNSAFE LIGHT AND 3 AMBER GEAR DOOR LIGHTS STAYED ON. ALTERNATE EXTENSION USED. PARKING BRAKE HAND PUMP HANDLE HAD NOT BEEN PROPERLY STOWED AND INTERFERED WITH LANDING GEAR COMPONENTS ON RETRACTION.								
3246		DHAV	PWA		BFGOODRICH	WHEEL HALF	CORRODED		8/28/94
		DHC8102	PW120A		314353	314353	DRIVE LUG		CA941004001
	(CAN) INNER HALF HAS A CRACK IN THE BEADSEAT TANGENT POINT LOCATED APPROXIMATELY MID-WAY BETWEEN TWO DRIVE LUGS. VISUAL CORROSION IS LIFTING PAINT AT THIS SPOT.								
5610		DHAV	PWA			WINDSHIELD	CRACKED		8/15/94
		DHC8102	PW120A			NP1579016	COCKPIT		CA940929003
	(CAN) AT 24,000 FT FIRST OFFICER WINDSHIELD CRACKED OUTER PANE ONLY.								
7722		DHAV	PWA			T6 PROBE	SHORTED		9/22/94
		DHC8102	PW120A			3038413	ENGINE		CA941004002
	(CAN) IN CRUISE ITT ROSE TO 875 DEGREES, POWER REDUCTION LOWERED TEMPERATURE TO 790 DEGREES IT THEN WENT TO 1000 DEGREES PLUS ENGINE WAS SHUTDOWN. INSPECTION FOUND TWO THERMOCOUPLES SHORTEDTHERMOCOUPLES WERE REPLACED.								
7921		DHAV	PWA			OIL COOLER	CRACKED	8641	9/28/94
		DHC8*	PW120				NR1 ENGINE		CA941003003
	(CAN) IN FLIGHT THE PILOT SAW THE MAIN OIL PRESSURE FLUCTUATING. THE ENGINE WAS SECURED & AN UNEVENTFUL SINGLE ENGINE LANDING WAS MADE AT THE INTENDED DESTINATION. GROUND INSPECTION FOUND THE ENGINE NACELLE SOAKED WITH OIL AND DETERMINED A CRACKED OIL COOLER (AIRFRAME ITEM) TO BE THE CAUSE. FOLLOWING REPAIR, GROUND RUNS & CHECKS THE AIRCRAFT WAS RETURNED TO SERVICE.								
7921		DHAV	PWA		JANITROL	OIL COOLER	CRACKED	9975	9/28/94
		DHC8102	PW120A			28E997	NR 1 ENG		CA941004010
	(CAN) NR1 ENGINE WAS SHUTDOWN IN FLIGHT DUE TO LOSS OF ENGINE OIL PRESSURE. GROUND INSPECTION REVEALED THE OIL COOLER FAILED AT A WELD IN THE CORE CAUSING LOST OF OIL.								
8530		DOUG	PWA		PWA	CYLINDER	CRACKED	250	9/24/94
		DC3	R183092				NR11 POSITION		CA941004004
	(CAN) AIRCRAFT TOOK OFF & FLEW FOR TWENTY MINUTES WHEN NR2 ENGINE BEGAN TO RUN ROUGH. AIRCRAFT RETURNED TO BASE. INSPECTION FOUND NR11 CYLINDER HEAD CRACKED. METAL WAS FOUND IN OIL SCREEN & SUMP. SUSPECT FAILURE OF THE EXHAUST VALVE. ENGINE WILL BE SENT FOR REPAIR.								

ATA OPER	REG. NO SERIAL NO	ACFT MAKE ACFT MODEL	ENG MAKE ENG MDL	PROP MAKE PROP MDL	COMP MFG COMP MDL	PART NAME PART NUMBER	PART COND PART LOC.	TT TSO	DIFF. DATE OPER CONT NO
3445		DOUG	PWA			TCAS TRANSPONDER	SHORTED		8/17/94
		DC932	JT8D7A			G99306	COCKPIT		CA941005502
	(CAN) SMOKE SEEN COMING FROM TCAS TRANSPONDER UNIT. TCAS CIRCUIT BREAKER PULLED AND SMOKE STOPPED. MAINTENANCE ACTION INVOLVED CHANGING TCAS TRANSPONDER SELECT PANEL.								
3213		GULSTM	RROYCE	ROTOL	GULSTM	STRUT ADAPTOR	CRACKED		9/20/94
		G159	DART5298X	R1844304		173625	MLG		CA941003001
	(CAN) PART FOUND CRACKED ON 18 MONTH SKED NDT CHECK.								
7260		GULSTM	RROYCE	ROTOL		DRIVE SHAFT	WRONG PART		9/28/94
		G159	DART5298E	R1844304		66WAY3002	GEARBOX		CA941005101
	(CAN) AFTER MAINTENANCE, AIRCRAFT WAS ENROUTE WHEN NR1 GEARBOX LOW OIL PRESSURE LIGHT ILLUMINATED AND ENGINE WAS SHUT DOWN. AIRCRAFT RETURNED TO AIRPORT FOR MAINTENANCE. INVESTIGATION REVEALED THAT THE INCORRECT SHAFT (P/N 601017043) WAS INSTALLED. THE PROPER SHAFT FOR A WET SPLINE APPLICATION (P/N 601017096) WAS INSTALLED AND AIRCRAFT GROUND RUN SERVICEABLE. SUBMITTER SUGGESTS THAT BETTER VISUAL INDICATION THAT THE UNIT HAS BEEN MODIFIED MAY HAVE PREVENTED THIS PROBLEM.								
3250		PIPER		HARTZL		BOLT	SHEARED		9/20/94
		PA31350		HCE3YR2A		AN3H7	NOSE STEERING		CA941005003
	(CAN) NOSE STEERING U/S. 3 BOLTS SECURING STEERING ARM TO UPPER NOSE GEAR LEG FOUND SHEARED.								
5751		PIPER			PIPER	SPAR	CRACKED	16043	8/2/94
		PA31350			4020022	4019008	LT AILERON		CA940928107
*****	(CAN) SLIGHT FLEXING NOTICED BETWEEN LH AILERON INBOARD BEARING ATTACH BRACKET & AILERON SPAR. BRACKET REMOVAL SHOWED A 2 INCH CRACK IN AILERON SPAR. A 1" CRACK FOUND ON RH.								
2431		PIPER				CONNECTOR	MISWIRED	2556	8/25/94
		PA421000					BATT TEMP WARN		CA940930202
	(CAN) CONNECTORS E401 & E402 OF BATTERY TEMP WARNING SYSTEM WERE WIRED WRONG USING PINS A & B RATHER THAN A & C.								
3230		PIPER	PWA	HARTZL		RETRACT ARM	CRACKED	4828	7/29/94
		PA42	PT6A41			4204202	MAIN LDG GEAR		CA940928102
	(CAN) CRACK FOUND ON MLG RETRACT ARM. CRACK RUNS ACROSS INSIDE RADIUS, & ABOUT 1/16 INTO BOTH FACES. FOUND AS A RESULT OF A SPECIAL INSPECTION.								
7210		STBROS	PWA	HARTZL	PWA	BEARING	FAILED	2298	9/27/94
		SD330	PT6A45B	HCB5MP3		3032244	PLANETARY GEAR		CA941004008
	(CAN) THE BEARING ON ONE PLANET GEAR HAD PICKED UP METAL, OVERHEATED & SEIZED.								

(End of INTERNATIONAL SERVICE DIFFICULTY REPORT SUMMARY)

U.S. Department
of Transportation
Federal Aviation Administration

SERVICE DIFFICULTY REPORT SUMMARY

AIR CARRIER - INDEX

The following information provides a tally of the Service Difficulty Reports (SDR's) contained in this weeks issue of the Air Carrier SDR Summary. The totals represent only a summation of the SDR's that were submitted to the FAA, Aviation Data Systems Branch, AFS-620, and processed in time for inclusion in the Summary. In the first table, the SDR's are sorted by the operator designator code and are listed in alphabetical order. The second table sorts the SDR's by the aircraft make and model. The heading at the top of each table provides a two digit Joint Aircraft System/Component (JASC) code grouping (e.g., JASC codes 1100 thru 1800 are represented by the heading labeled 11-18) which categorizes in general, the problem areas for each reported discrepancy.

The Flight Standards Service Difficulty Program objective is to achieve prompt and appropriate correction of conditions adversely affecting continued airworthiness of aeronautical products. This is accomplished by the collection of Service Difficulty and Malfunction or Defect Reports. SDR's are consolidation and collation into common data base where they are analyzed for trends, problems, and alert information. This information is then disseminated to the appropriate segments of the aviation community and to other FAA offices.

The number of SDR's submitted is not an indicator of the mechanical reliability or fitness of an air carrier's aircraft fleet and should not be used as such. The air carriers certificate holding office has the primary responsibility for planning, programming evaluations, and assessing the performance of operators. Questions regarding an air carrier's fleet performance should be directed to the appropriate Flight Standards District Office, Certificate Management Office, or Certificate Management Unit.

AIR CARRIER SUMMARY INDEX BY OPERATOR

OPERATOR DESIGNATOR	DISTRICT OFFICE	SDR TOTALS BY FAA ATA SYSTEM CHAPTER 11-18	21-29	30-38	45-49	51-57	61-67	71-79	80-85	TOTAL
	AU S	0	4	0	0	1	1	0	0	6
	CA	0	11	11	0	4	0	11	4	41
	GL 03	0	0	0	0	0	25	0	0	25
CALA	SW 09	0	0	1	0	0	0	0	0	1
CKSA	GL 23	0	0	0	0	1	0	0	0	1
COMA	SO 01	0	6	11	0	0	0	1	0	18
DALA	SO 27	0	8	7	0	22	0	1	0	38
DHLA	SO 01	0	0	1	0	0	0	1	0	2
FDEA	SO 25	0	2	1	0	0	0	2	0	5
IPXA	SO 01	0	2	1	0	3	0	0	0	6
IXXA	GL 23	0	1	0	0	0	0	0	0	1
K3HA	EA 25	0	0	3	0	0	0	0	0	3
KT3R	WP 07	0	0	0	0	1	0	0	0	1
M8XA	NM 03	0	0	0	0	1	0	0	0	1
NWAA	GL 01	0	1	12	0	0	0	2	0	15
QXEA	NM 09	0	3	9	0	4	1	0	0	17
RRXA	WP 15	0	2	2	0	0	0	0	0	4
SWIA	NM 07	0	3	0	0	0	0	0	0	3
TC8A	GL 23	0	1	0	0	0	0	0	0	1
TSAA	WP 13	0	0	1	0	0	0	0	0	1
USAA	EA 19	0	0	1	0	0	0	0	0	1
VJ6A	SO 11	0	4	0	0	0	0	0	0	4
VNAA	GL 07	0	0	0	0	0	1	0	0	1
W8PA	NM 03	0	1	5	0	44	0	0	0	50
WWMA	WP 15	0	3	3	0	1	0	0	0	7
TOTALS		**0**	**52**	**69**	**0**	**82**	**28**	**18**	**4**	**253**

(End of AIR CARRIER SUMMARY INDEX by OPERATOR Report)

AIR CARRIER SUMMARY INDEX by MANUFACTURER MAKE and MODEL

AIRCRAFT MAKE	AIRCRAFT MODEL	SDR TOTALS BY FAA ATA SYSTEM CHAPTER								
		11-18	21-29	30-38	45-49	51-57	61-67	71-79	80-85	TOTAL
		0	0	0	0	0	1	2	0	3
AEROSP	ATR42300	0	1	0	0	0	0	0	0	1
AIRBUS	A320211	0	2	1	0	0	0	0	0	3
AIRBUS	A320212	0	1	0	0	1	0	0	0	2
BAG	BAE146200A	0	1	0	0	0	0	0	0	1
BEECH	1900C	0	0	0	0	0	9	0	0	9
BEECH	1900D	0	0	0	0	0	1	0	0	1
BEECH	200BEECH	0	1	0	0	0	0	0	0	1
BEECH	300BEECH	0	0	0	0	0	1	0	0	1
BOEING	72722	0	0	0	0	1	0	0	0	1
BOEING	727225	0	0	4	0	0	0	0	0	4
BOEING	727225	0	0	0	0	1	0	0	0	1
BOEING	727227	0	0	1	0	0	0	1	0	2
BOEING	727228	0	0	0	0	0	0	1	0	1
BOEING	72722C	0	0	1	0	0	0	0	0	1
BOEING	727232	0	2	4	0	15	0	1	0	22
BOEING	727233	0	1	0	0	0	0	0	0	1
BOEING	727247	0	1	0	0	0	0	0	0	1
BOEING	72725C	0	1	0	0	0	0	0	0	1
BOEING	7272D4	0	0	0	0	0	0	1	0	1
BOEING	737230C	0	0	1	0	0	0	0	0	1
BOEING	7373B7	0	0	4	0	0	0	0	0	4
BOEING	7373K9	0	1	0	0	44	0	0	0	45
BOEING	7373L9	0	0	1	0	0	0	0	0	1
BOEING	7373Q8	0	0	1	0	0	0	0	0	1
BOEING	747121	0	1	0	0	0	0	0	0	1
BOEING	747123F	0	0	1	0	0	0	0	0	1

AIRCRAFT MAKE	AIRCRAFT MODEL	SDR TOTALS BY FAA ATA SYSTEM CHAPTER 11-18	21-29	30-38	45-49	51-57	61-67	71-79	80-85	TOTAL
BOEING	747238B	0	1	0	0	0	0	0	0	1
BOEING	747433	0	0	1	0	0	0	0	0	1
BOEING	747451	0	0	3	0	0	0	0	0	3
BOEING	757232	0	0	1	0	2	0	0	0	3
BOEING	75724APF	0	0	0	0	3	0	0	0	3
BOEING	767232	0	1	0	0	1	0	0	0	2
BOEING	767233	0	0	1	0	0	0	0	0	1
BOEING	767275	0	0	1	0	1	0	0	0	2
BOEING	767332	0	0	0	0	1	0	0	0	1
BOEING	767338	0	1	0	0	0	0	0	0	1
CAMAIR	480	0	0	0	0	0	0	2	0	2
CESSNA	172N	0	0	0	0	0	0	0	1	1
CESSNA	172RG	0	0	1	0	0	0	0	0	1
CESSNA	208B	0	0	0	0	0	0	1	0	1
CNDAIR	CL6002B19	0	4	4	0	0	0	1	0	9
DHAV	DHC3	0	0	0	0	0	0	0	2	2
DHAV	DHC6200	0	0	0	0	0	0	1	0	1
DHAV	DHC7*	0	0	0	0	0	1	0	0	1
DHAV	DHC8*	0	0	0	0	0	0	1	0	1
DHAV	DHC8102	0	4	1	0	4	0	2	0	11
DHAV	DHC8202	0	0	0	0	0	1	0	0	1
DHAV	DHC8311	0	1	0	0	0	0	0	0	1
DHAV	DHC8311	0	2	0	0	0	0	0	0	2
DORNER	DO328100	0	0	0	0	1	1	0	0	2
DOUG	B18A	0	0	0	0	0	1	0	0	1
DOUG	DC1040	0	0	0	0	0	0	1	0	1
DOUG	DC3	0	0	0	0	0	0	0	1	1

AIRCRAFT MAKE	AIRCRAFT MODEL	SDR TOTALS BY FAA ATA SYSTEM CHAPTER 11-18	21-29	30-38	45-49	51-57	61-67	71-79	80-85	TOTAL
DOUG	DC862F	0	1	1	0	0	0	0	0	2
DOUG	DC863	0	0	0	0	1	0	0	0	1
DOUG	DC871F	0	2	1	0	0	0	0	0	3
DOUG	DC8F55	0	1	0	0	0	0	0	0	1
DOUG	DC931	0	0	1	0	0	0	1	0	2
DOUG	DC932	0	5	6	0	0	0	0	0	11
DOUG	DC941	0	0	2	0	0	0	0	0	2
DOUG	DC951	0	0	1	0	0	0	0	0	1
DOUG	DC982	0	0	1	0	0	0	0	0	1
DOUG	MD88	0	1	1	0	2	0	0	0	4
EMB	EMB120ER	0	3	0	0	0	0	0	0	3
EMB	EMB120RT	0	3	7	0	0	0	0	0	10
FOKKER	F28MK1000	0	0	1	0	1	0	0	0	2
FOKKER	F28MK4000	0	1	8	0	0	0	0	0	9
GULSTM	G159	0	0	1	0	0	0	1	0	2
LKHEED	10113851	0	2	1	0	0	0	0	0	3
LKHEED	1011385115	0	1	0	0	0	0	0	0	1
LKHEED	10113853	0	1	0	0	1	0	0	0	2
PIPER	PA31350	0	0	1	0	1	0	0	0	2
PIPER	PA42	0	0	1	0	0	0	0	0	1
PIPER	PA421000	0	1	0	0	0	0	0	0	1
SAAB	340B	0	3	3	0	1	0	0	0	7
STBROS	SD330	0	0	0	0	0	0	1	0	1
STBROS	SD360	0	0	0	0	0	2	0	0	2
SWRNGN	SA226AC	0	0	0	0	0	7	0	0	7
SWRNGN	SA226TC	0	0	0	0	0	2	0	0	2
SWRNGN	SA227AC	0	0	0	0	0	1	0	0	1

AIRCRAFT MAKE	AIRCRAFT MODEL	SDR TOTALS BY FAA ATA SYSTEM CHAPTER 11-18	21-29	30-38	45-49	51-57	61-67	71-79	80-85	TOTAL
TOTALS		**0**	**52**	**69**	**0**	**82**	**28**	**18**	**4**	**253**

(End of AIR CARRIER SUMMARY INDEX by OPERATOR Report)

THIS WEEKS PARTICIPANTS BY OPERATOR DESIGNATOR

12/28/97 To 1/3/98 ISSUE: 98-01 ZAC-326

OPER. DESIG.	OPERATOR NAME	FAA DIST. OFF.
CALA	CONTINENTAL AIRLINES INC	SW09
CKSA	AMERICAN INTERNATIONAL AIRWAYS INC	GL23
COMA	COMAIR INC	SO01
DALA	DELTA AIR LINES INC	SO27
DHLA	DHL AIRWAYS INC	SO01
FDEA	FEDERAL EXPRESS CORP	SO25
IPXA	UNITED PARCEL SERVICE CO	SO01
IXXA	AIR TRANSPORT INTERNATIONAL LIMITED	GL23
K3HA	KIWI INTERNATIONAL AIRLINES	EA25
KT3R	GORDON B HAMILTON CO	WP07
M8XA	MOUNTAIN AIR EXPRESS INC	NM03
NWAA	NORTHWEST AIRLINES INC	GL01
QXEA	HORIZON AIR INDUSTRIES INC	NM09
RRXA	EMERY WORLDWIDE AIRLINES INC	WP15
SWIA	SKYWEST AIRLINES INC	NM07
TC8A	TRANS CONTINENTAL AIRLINES INC	GL23
TSAA	ALOHA AIRLINES INC	WP13
USAA	USAIR INC	EA19
VJ6A	VALUJET AIRLINES INC	SO11
VNAA	PSA AIRLINES INC	GL07
W8PA	WESTERN PACIFIC AIRLINES INC	NM03
WWMA	WINGS WEST AIRLINES INC	WP15

(End of THIS WEEKS PARTICIPANTS BY OPERATOR DESIGNATOR Report)

JOINT AIRCRAFT SYSTEM/COMPONENT CODE TABLE

PREFACE

The Joint Aircraft System/Component (JASC) Code Table is a modified version of the Air Transport Association of America (ATA), Specification 100 code. It was developed by the Federal Aviation Administration's (FAA), Aviation Data Systems Branch (AFS-620). Technical support was provided by the Galaxy Scientific Corporation, and various representatives of the air carrier and general aviation community.

Over the past four years, the JASC format of the ATA Spec 100 code has gained widespread industry acceptance. In a harmonized effort, the FAA's counterparts in Australia and Canada have adopted the JASC code with only a few exceptions. Some Canadian aircraft manufacturers have also recently adopted this new stardard.

This code table is constructed by using the new JASC four (4) digit code, along with an abbreviated code title. The abbreviated titles have been modified in some cases to clarify the intended use of the accompanying code. This table can be used as a quick reference chart, to assist in the coding and review of aircraft structures or systems data (i.e., Service Difficulty Report (SDR), Accident/Incident Report).

The current coding scheme used in the JASC code was introduced in May 1991, for the technical classification of SDR's. Its predecessor, the FAA aircraft system/component code, was a similar but more complex eight-digit code which was developed over 25 years ago. It was constructed around the computer technology of that period. It consisted of a four digit numerical code plus a four alpha character code to make data retrieval possible. Since that time, computer technology has advanced many fold. Reducing the code from eight to four characters simplifies coding, and in some cases, makes JASC coding match the ATA Specification 100 first three digits, which are used to identify aircraft systems. The ATA code does not reference the fourth digit, so it is free to be used for identifying components.

The JASC code aircraft structural section has increased due to problems inherent with aging aircraft. As an example, FAA code 5301 SXBD was expanded to 20 items due to the high rate of reporting in this area (8021 structural reports were received in 1989). In some instances, there was very little reporting and codes were combined into other systems if the safety impact was not significant. The overall reduction in codes has been from 568 FAA codes to 488 JASC codes, with the significant increase being in the structural area as stated earlier.

The JASC code divides the engine section into two major code groups to separate the turbine and reciprocating engines. The codes for the turbine engines are in JASC Chapter 72, Turbine/Turboprop Engine. The codes for the reciprocating engines are now exclusively found in JASC Chapter 85, Reciprocating Engine.

The other major deviation from ATA Spec 100 is in ATA section 2730, specifically involves the stall warning system. Early technology (primarily on smaller aircraft) directly linked the sensing of flight attitude to one of the components which furnished the means of manually controlling the flight attitude characteristics (elevator). Today, most large transport category aircraft utilize electronic units to sense the change in the environmental condition called stall, and use the data to influence navigation. ATA section 3410, Flight Environment Data, includes high speed warning in its code definition. Stall warning (low speed) is the reciprocal term of high speed warning, so its filing under the same code appears more logical. Thus, with the JASC code it was decided to move the stall warning system to Chapter 34 under the separate code JASC code 3418, Stall Warning System.

The FAA is continuing to pursue worldwide involvement from operators and manufacturers in addressing the need for international standardization of aircraft system/component codes. The ultimate goal is to develop a universal aircraft/component numbering standard which can be used in the manufacturer's maintenance manual, wiring diagram manual, system manuals and illustrated parts catalog. This harmonized standard must be a usable standard for the aircraft manufacturers, air carrier operators and the general aviation community.

We welcome comments and feedback regarding the possible forming of working groups to achieve this long range consideration of possibly harmonizing the ATA Specification 100 code and the JASC code. Comments may be directed to the FAA, Aviation Data Sytem Branch, AFS-620, P.O. Box 25082, Oklahoma City, OK 73125.

JOINT AIRCRAFT SYSTEM/COMPONENT CODE TABLE

JASC/ TITLE

11 PLACARDS AND MARKINGS

1100 PLACARDS AND MARKINGS

12 SERVICING

1210 FUEL SERVICING
1220 OIL SERVICING
1230 HYDRAULIC FLUID SERVICING
1240 COOLANT SERVICING

18 HELICOPTER VIBRATION

1800 HELICOPTER VIB/NOISE ANALYSIS
1810 HELICOPTER VIBRATION ANALYSIS
1820 HELICOPTER NOISE ANALYSIS

21 AIR CONDITIONING

2100 AIR CONDITIONING SYSTEM
2110 CABIN COMPRESSOR SYSTEM
2120 AIR DISTRIBUTION SYSTEM
2121 AIR DISTRIBUTION FAN
2130 CABIN PRESSURE CONTROL SYSTEM
2131 CABIN PRESSURE CONTROLLER
2132 CABIN PRESSURE INDICATOR
2133 PRESSURE REGUL/OUTFLOW VALVE
2134 CABIN PRESSURE SENSOR
2140 HEATING SYSTEM
2150 CABIN COOLING SYSTEM
2160 CABIN TEMPERATURE CONTROL SYSTEM
2161 CABIN TEMPERATURE CONTROLLER
2162 CABIN TEMPERATURE INDICATOR
2163 CABIN TEMPERATURE SENSOR
2170 HUMIDITY CONTROL SYSTEM

22 AUTO FLIGHT

2200 AUTO FLIGHT SYSTEM
2210 AUTOPILOT SYSTEM
2211 AUTOPILOT COMPUTER
2212 ALTITUDE CONTROLLER
2213 FLIGHT CONTROLLER
2214 AUTOPILOT TRIM INDICATOR
2215 AUTOPILOT MAIN SERVO
2216 AUTOPILOT TRIM SERVO
2220 SPEED-ATTITUDE CORRECT. SYSTEM
2230 AUTO THROTTLE SYSTEM
2250 AERODYNAMIC LOAD ALLEVIATING

23 COMMUNICATIONS

2300 COMMUNICATIONS SYSTEM
2310 HF COMMUNICATION SYSTEM
2311 UHF COMMUNICATION SYSTEM
2312 VHF COMMUNICATION SYSTEM
2320 DATA TRANSMISSION AUTO CALL
2330 ENTERTAINMENT SYSTEM
2340 INTERPHONE & PA SYSTEM
2350 AUDIO INTEGRATING SYSTEM
2360 STATIC DISCHARGE SYSTEM
2370 AUDIO/VIDEO MONITORING

24 ELECTRICAL POWER

2400 ELECTRICAL POWER SYSTEM
2410 ALTERNATOR-GENERATOR DRIVE
2420 AC GENERATION SYSTEM
2421 AC GENERATOR-ALTERNATOR
2422 AC INVERTER
2423 PHASE ADAPTER

24 ELECTRICAL POWER CONT'D

2424 AC REGULATOR
2425 AC INDICATING SYSTEM
2430 DC GENERATING SYSTEM
2431 BATTERY OVERHEAT WARN. SYSTEM
2432 BATTERY/CHARGER SYSTEM
2433 DC RECTIFIER-CONVERTER
2434 DC GENERATOR-ALTERNATOR
2435 STARTER-GENERATOR
2436 DC REGULATOR
2437 DC INDICATING SYSTEM
2440 EXTERNAL POWER SYSTEM
2450 AC POWER DISTRIBUTION SYSTEM
2460 DC POWER/DISTRIBUTION SYSTEM

25 EQUIPMENT/FURNISHINGS

2500 CABIN EQUIPMENT/FURNISHINGS
2510 FLIGHT COMPARTMENT EQUIPMENT
2520 PASSENGER COMPARTMENT EQUIPMENT
2530 BUFFET/GALLEYS
2540 LAVATORIES
2550 CARGO COMPARTMENTS
2551 AGRICULTURAL SPRAY SYSTEM
2560 EMERGENCY EQUIPMENT
2561 LIFE JACKET
2562 EMERGENCY LOCATOR BEACON
2563 PARACHUTE
2564 LIFE RAFT
2565 ESCAPE SLIDE
2570 ACCESSORY COMPARTMENT
2571 BATTERY BOX STRUCTURE
2572 ELECTRONIC SHELF SECTION

26 FIRE PROTECTION

2600 FIRE PROTECTION SYSTEM
2610 DETECTION SYSTEM
2611 SMOKE DETECTION
2612 FIRE DETECTION
2613 OVERHEAT DETECTION
2620 EXTINGUISHING SYSTEM
2621 FIRE BOTTLE, FIXED
2622 FIRE BOTTLE, PORTABLE

27 FLIGHT CONTROLS

2700 FLIGHT CONTROL SYSTEM
2701 CONTROL COLUMN SECTION
2710 AILERON CONTROL SYSTEM
2711 AILERON TAB CONTROL SYSTEM
2720 RUDDER CONTROL SYSTEM
2721 RUDDER TAB CONTROL SYSTEM
2722 RUDDER ACTUATOR
2730 ELEVATOR CONTROL SYSTEM
2731 ELEVATOR TAB CONTROL SYSTEM
2740 STABILIZER CONTROL SYSTEM
2741 STABILIZER POSITION INDICATING
2742 STABILIZER ACTUATOR
2750 TE FLAP CONTROL SYSTEM
2751 TE FLAP POSITION IND. SYSTEM
2752 TE FLAP ACTUATOR
2760 DRAG CONTROL SYSTEM
2761 DRAG CONTROL ACTUATOR
2770 GUST LOCK/DAMPER SYSTEM
2780 LE FLAP CONTROL SYSTEM
2781 LE FLAP POSITION IND. SYSTEM
2782 LE FLAP ACTUATOR

28 FUEL

2800 AIRCRAFT FUEL SYSTEM
2810 FUEL STORAGE
2820 ACFT FUEL DISTRIB. SYSTEM
2821 ACFT FUEL FILTER/STRAINER
2822 FUEL BOOST PUMP
2823 FUEL SELECTOR/SHUTOFF VALVE
2824 FUEL TRANSFER VALVE
2830 FUEL DUMP SYSTEM
2840 ACFT FUEL INDICATING
2841 FUEL QUANTITY INDICATOR
2842 FUEL QUANTITY SENSOR
2843 FUEL TEMPERATURE INDICATING
2844 FUEL PRESSURE INDICATOR

29 HYDRAULIC POWER

2900 HYDRAULIC POWER SYSTEM
2910 HYDRAULIC, MAIN SYSTEM
2911 HYDRAULIC POWER-ACCUMULATOR-MAIN
2912 HYDRAULIC FILTER-MAIN SYSTEM
2913 HYDRAULIC PUMP. ELECT-ENG.-MAIN
2914 HYDRAULIC HANDPUMP-MAIN
2915 HYDRAULIC PRESSURE RELIEF VLV-MAIN
2916 HYDRAULIC RESERVOIR-MAIN
2917 HYDRAULIC PRESSURE REGULATOR-MAIN
2920 HYDRAULIC, AUXILIARY SYSTEM
2921 HYDRAULIC ACCUMULATOR-AUXILIARY
2922 HYDRAULIC FILTER-AUXILIARY
2923 HYDRAULIC PUMP-AUXILIARY
2925 HYDRAULIC PRESSURE RELIEF-AUXILIARY
2926 HYDRAULIC RESERVOIR-AUXILIARY
2927 HYDRAULIC PRESSURE REGULATOR-AUX.
2930 HYDRAULIC SYSTEM INDICATING
2931 HYDRAULIC PRESSURE INDICATOR
2932 HYDRAULIC PRESSURE SENSOR
2933 HYDRAULIC QUANTITY INDICATOR
2934 HYDRAULIC QUANTITY SENSOR

30 ICE AND RAIN PROTECTION

3000 ICE/RAIN PROTECTION SYSTEM
3010 AIRFOIL ANTI/DE-ICE SYSTEM
3020 AIR INTAKE ANTI/DE-ICE SYSTEM
3030 PITOT/STATIC ANTI-ICE SYSTEM
3040 WINDSHIELD/DOOR RAIN/ICE REMOVAL
3050 ANTENNA/RADOME ANTI-ICE/DE-ICE SYSTEM
3060 PROP/ROTOR ANTI-ICE/DE-ICE SYSTEM
3070 WATER LINE ANTI-ICE SYSTEM
3080 ICE DETECTION

31 INSTRUMENTS

3100 INDICATING/RECORDING SYSTEM
3110 INSTRUMENT PANEL
3120 INDEPENDENT INSTRUMENTS (CLOCK, ETC.)
3130 DATA RECORDERS (FLT/MAINT)
3140 CENTRAL COMPUTERS (EICAS)
3150 CENTRAL WARNING
3160 CENTRAL DISPLAY
3170 AUTOMATIC DATA

32 LANDING GEAR

3200 LANDING GEAR SYSTEM
3201 LANDING GEAR/WHEEL FAIRING
3210 MAIN LANDING GEAR
3211 MAIN LANDING GEAR ATTACH SECTION
3212 EMERGENCY FLOTATION SECTION
3213 MAIN LANDING GEAR STRUT/AXLE/TRUCK
3220 NOSE/TAIL LANDING GEAR
3221 NOSE/TAIL LANDING GEAR ATTACH SECTION
3222 NOSE/TAIL LANDING GEAR STRUT/AXLE
3230 LANDING GEAR RETRACT/EXT. SYSTEM
3231 LANDING GEAR DOOR RETRACT SECTION
3232 LANDING GEAR DOOR ACTUATOR
3233 LANDING GEAR ACTUATOR
3234 LANDING GEAR SELECTOR
3240 LANDING GEAR BRAKE SYSTEM
3241 BRAKE ANTI-SKID SECTION
3242 BRAKE
3243 MASTER CYL/BRAKE VALVE
3244 TIRE
3245 TIRE TUBE
3246 WHEEL/SKI/FLOAT
3250 LANDING GEAR STEERING SYSTEM
3251 STEERING UNIT
3252 SHIMMY DAMPER
3260 LANDING GEAR POSITION & WARNING
3270 AUXILIARY GEAR (TAIL SKID)

33 LIGHTS

3300 LIGHTING SYSTEM
3310 FLIGHT COMPARTMENT LIGHTING
3320 PASSENGER COMPARTMENT LIGHTING
3330 CARGO COMPARTMENT LIGHTING
3340 EXTERIOR LIGHTING
3350 EMERGENCY LIGHTING

34 NAVIGATION

3400 NAVIGATION SYSTEM
3410 FLIGHT ENVIRONMENT DATA
3411 PITOT/STATIC SYSTEM
3412 OUTSIDE AIR TEMP. IND./SENSOR
3413 RATE OF CLIMB INDICATOR
3414 AIRSPEED/MACH INDICATING
3415 HIGH SPEED WARNING
3416 ALTIMETER, BAROMETRIC/ENCODER

34 NAVIGATION CONT'D

3417 AIR DATA COMPUTER
3418 STALL WARNING SYSTEM
3420 ATTITUDE AND DIRECTION DATA SYSTEM
3421 ATTITUDE GYRO & IND. SYSTEM
3422 DIRECTIONAL GYRO & IND. SYSTEM
3423 MAGNETIC COMPASS
3424 TURN & BANK/RATE OF TURN INDICATOR
3425 INTEGRATED FLT. DIRECTOR SYSTEM
3430 LANDING & TAXI AIDS
3431 LOCALIZER/VOR SYSTEM
3432 GLIDE SLOPE SYSTEM
3433 MICROWAVE LANDING SYSTEM
3434 MARKER BEACON SYSTEM
3435 HEADS UP DISPLAY SYSTEM
3436 WIND SHEAR DETECTION SYSTEM
3440 INDEPENDENT POS. DETERMINING SYSTEM
3441 INERTIAL GUIDANCE SYSTEM
3442 WEATHER RADAR SYSTEM
3443 DOPPLER SYSTEM
3444 GROUND PROXIMITY SYSTEM
3445 AIR COLLISION AVOIDANCE SYSTEM (TCAS)
3446 NON RADAR WEATHER SYSTEM
3450 DEPENDENT POSITION DETERMINING SYSTEM
3451 DME/TACAN SYSTEM
3452 ATC TRANSPONDER SYSTEM
3453 LORAN SYSTEM
3454 VOR SYSTEM
3455 ADF SYSTEM
3456 OMEGA NAVIGATION SYSTEM
3457 GLOBAL POSITIONING SYSTEM
3460 FLIGHT MANAGE. COMPUTING SYSTEM

35 OXYGEN

3500 OXYGEN SYSTEM
3510 CREW OXYGEN SYSTEM
3520 PASSENGER OXYGEN SYSTEM
3530 PORTABLE OXYGEN SYSTEM

36 PNEUMATIC

3600 PNEUMATIC SYSTEM
3610 PNEUMATIC DISTRIBUTION SYSTEM
3620 PNEUMATIC INDICATING SYSTEM

37 VACUUM

3700 VACUUM SYSTEM
3710 VACUUM DISTRIBUTION SYSTEM
3720 VACUUM INDICATING SYSTEM

38 WATER/WASTE

3800 WATER & WASTE SYSTEM
3810 POTABLE WATER SYSTEM
3820 WASH WATER SYSTEM
3830 WASTE DISPOSAL SYSTEM
3840 AIR SUPPLY (WATER PRESS. SYSTEM)

45 CENTRAL MAINT. SYSTEM

4500 CENTRAL MAINT. COMPUTER

49 AIRBORNE AUXILIARY POWER

4900 AIRBORNE APU SYSTEM
4910 APU COWLING/CONTAINMENT
4920 APU CORE ENGINE
4930 APU ENGINE FUEL & CONTROL
4940 APU START/IGNITION SYSTEM
4950 APU BLEED AIR SYSTEM
4960 APU CONTROLS
4970 APU INDICATING SYSTEM
4980 APU EXHAUST SYSTEM
4990 APU OIL SYSTEM

51 STANDARD PRACTICES/STRUCTURES

5100 STANDARD PRACTICES/STRUCTURES
5101 AIRCRAFT STRUCTURES
5102 BALLOON REPORTS

52 DOORS

5200 DOORS
5210 PASSENGER/CREW DOORS
5220 EMERGENCY EXIT
5230 CARGO/BAGGAGE DOORS
5240 SERVICE DOORS
5241 GALLEY DOORS
5242 E/E COMPARTMENT DOORS
5243 HYDRAULIC COMPARTMENT DOORS
5244 ACCESSORY COMPARTMENT DOORS
5245 AIR CONDITIONING COMPART. DOORS
5246 FLUID SERVICE DOORS
5247 APU DOORS
5248 TAIL CONE DOORS
5250 FIXED INNER DOORS
5260 ENTRANCE STAIRS
5270 DOOR WARNING SYSTEM
5280 LANDING GEAR DOORS

53 FUSELAGE

5300 FUSELAGE STRUCTURE (GENERAL)
5301 AERIAL TOW EQUIPMENT
5302 ROTORCRAFT TAIL BOOM
5310 FUSELAGE MAIN STRUCTURE
5311 FUSELAGE MAIN FRAME
5312 FUSELAGE MAIN BULKHEAD
5313 FUSELAGE MAIN LONGERON/STRINGER
5314 FUSELAGE MAIN KEEL
5315 FUSELAGE MAIN FLOOR BEAM
5320 FUSELAGE MISCELLANEOUS STRUCTURE
5321 FUSELAGE FLOOR PANEL
5322 FUSELAGE INTERNAL MOUNT STRUCTURE
5323 FUSELAGE INTERNAL STAIRS
5324 FUSELAGE FIXED PARTITIONS
5330 FUSELAGE MAIN PLATE/SKIN
5340 FUSELAGE MAIN ATTACH FITTINGS
5341 WING ATTACH FITTINGS (ON FUSELAGE)
5342 STABILIZER ATTACH FITTINGS
5343 LANDING GEAR ATTACH FITTINGS
5344 FUSELAGE DOOR HINGES
5345 FUSELAGE EQUIPMENT ATTACH FITTINGS
5346 POWERPLANT ATTACH FITTINGS
5347 SEAT/CARGO ATTACH FITTINGS
5350 FUSELAGE AERODYNAMIC FAIRINGS

54 NACELLES/PYLONS

5400 NACELLE/PYLON STRUCTURE
5410 MAIN FRAME (ON NACELLE/PYLON)
5411 FRAME/SPAR/RIB(NACELLE/PYLON)
5412 BULKHEAD/FIREWALL (NAC/PYLON)
5413 LONGERON/STRINGER (NAC/PYLON)
5414 PLATE SKIN (NAC/PYLONS)
5415 ATTACH FITTINGS (NAC/PYLON)

55 STABILIZERS

5500 EMPENNAGE STRUCTURE
5510 HORIZONTAL STABILIZER STRUCTURE
5511 HORIZONTAL STABILIZER SPAR/RIB
5512 HORIZONTAL STABILIZER PLATE/SKIN
5513 HORIZONTAL STABILIZER TAB STRUCTURE
5520 ELEVATOR STRUCTURE

55 STABILIZERS CONT'D

5521 ELEVATOR SPAR/RIB STRUCTURE
5522 ELEVATOR PLATES/SKIN STRUCTURE
5523 ELEVATOR TAB STRUCTURE
5530 VERTICAL STABILIZER STRUCTURE
5531 VERTICAL STABILIZER SPAR/RIB STRUCTURE
5532 VERTICAL STABILIZER PLATES/SKIN
5533 VENTRAL STRUCTURE (ON VERT. STAB)
5540 RUDDER STRUCTURE
5541 RUDDER SPAR/RIB STRUCTURE
5542 RUDDER PLATE/SKIN STRUCTURE
5543 RUDDER TAB STRUCTURE
5550 EMPENNAGE FLT. CONT. ATTACH FITTING
5551 HORIZONTAL STABILIZER ATTACH FITTING
5552 ELEVATOR/TAB ATTACH FITTINGS
5553 VERT. STAB. ATTACH FITTINGS
5554 RUDDER/TAB ATTACH FITTINGS

56 WINDOWS

5600 WINDOW/WINDSHIELD SYSTEM
5610 FLIGHT COMPARTMENT WINDOWS
5620 PASSENGER COMPARTMENT WINDOWS
5630 DOOR WINDOWS
5640 INSPECTION WINDOWS

57 WINGS

5700 WING STRUCTURE
5710 WING MAIN FRAME STRUCTURE
5711 WING SPAR STRUCTURE
5712 WING RIB STRUCTURE
5713 WING LONGERON/STRINGER
5714 WING CENTER BOX
5720 WING MISCELLANEOUS STRUCTURE
5730 WING PLATES/SKINS
5740 WING ATTACH FITTINGS
5741 WING, FUSELAGE ATTACH FITTINGS
5742 WING, NAC/PYLON ATTACH FITTINGS
5743 WING, LANDING GEAR ATTACH FITTINGS
5744 CONTROL SURFACE ATTACH FITTINGS
5750 WING CONTROL SURFACE STRUCTURE
5751 AILERON STRUCTURE
5752 AILERON TAB STRUCTURE
5753 TE FLAP STRUCTURE
5754 LEADING EDGE DEVICE STRUCTURE
5755 SPOILER STRUCTURE

61 PROPELLERS/PROPULSORS

6100 PROPELLER SYSTEM
6110 PROPELLER ASSEMBLY
6111 PROPELLER BLADE SECTION
6112 PROPELLER DE-ICE BOOT SECTION
6113 PROPELLER SPINNER SECTION
6114 PROPELLER HUB SECTION
6120 PROPELLER CONTROL SYSTEM
6121 PROPELLER SYNCHRONIZER SECTION
6122 PROPELLER GOVERNOR
6123 PROPELLER FEATHERING/REVERSING
6130 PROPELLER BRAKING
6140 PROPELLER INDICATING SYSTEM

62 MAIN ROTOR

6200 MAIN ROTOR SYSTEM
6210 MAIN ROTOR BLADES
6220 MAIN ROTOR HEAD
6230 MAIN ROTOR MAST/SWASHPLATE
6240 MAIN ROTOR INDICATING SYSTEM

63 MAIN ROTOR DRIVE

6300 MAIN ROTOR DRIVE SYSTEM
6310 ENGINE/TRANSMISSION COUPLING
6320 MAIN ROTOR GEARBOX
6321 MAIN ROTOR BRAKE
6322 ROTORCRAFT COOLING FAN SYSTEM
6330 MAIN ROTOR TRANSMISSION MOUNT
6340 ROTOR DRIVE INDICATING SYSTEM

64 TAIL ROTOR

6400 TAIL ROTOR SYSTEM
6410 TAIL ROTOR BLADE
6420 TAIL ROTOR HEAD
6440 TAIL ROTOR INDICATING SYSTEM

65 TAIL ROTOR DRIVE

6500 TAIL ROTOR DRIVE SYSTEM
6510 TAIL ROTOR DRIVE SHAFT
6520 TAIL ROTOR GEARBOX
6540 TAIL ROTOR DRIVE INDICATING SYSTEM

67 ROTORS FLIGHT CONTROL

6700 ROTORCRAFT FLIGHT CONTROL
6710 MAIN ROTOR CONTROL
6711 TILT ROTOR FLIGHT CONTROL
6720 TAIL ROTOR CONTROL SYSTEM
6730 ROTORCRAFT SERVO SYSTEM

71 POWERPLANT

7100 POWERPLANT SYSTEM
7110 ENGINE COWLING SYSTEM
7111 COWL FLAP SYSTEM
7112 ENGINE AIR BAFFLE SECTION
7120 ENGINE MOUNT SECTION
7130 ENGINE FIRESEALS
7160 ENGINE AIR INTAKE SYSTEM
7170 ENGINE DRAINS

72 TURBINE/TURBOPROP ENGINE

7200 ENGINE (TURBINE/TURBOPROP)
7210 TURBINE ENGINE REDUCTION GEAR
7220 TURBINE ENGINE AIR INLET SECTION
7230 TURBINE ENGINE COMPRESSOR SECTION
7240 TURBINE ENGINE COMBUSTION SECTION
7250 TURBINE SECTION
7260 TURBINE ENGINE ACCESSORY DRIVE
7261 TURBINE ENGINE OIL SYSTEM
7270 TURBINE ENGINE BYPASS SECTION

73 ENGINE FUEL & CONTROL

7300 ENGINE FUEL & CONTROL
7310 ENGINE FUEL DISTRIBUTION
7311 ENGINE FUEL-OIL COOLER
7312 FUEL HEATER
7313 FUEL INJECTOR NOZZLE
7314 ENGINE FUEL PUMP
7320 FUEL CONTROLLING SYSTEM
7321 FUEL CONTROL/ELECTRONIC
7322 FUEL CONTROL/CARBURETOR
7323 TURBINE GOVERNOR
7324 FUEL DIVIDER
7330 ENGINE FUEL INDICATING SYSTEM
7331 FUEL FLOW INDICATING
7332 FUEL PRESSURE INDICATING
7333 FUEL FLOW SENSOR
7334 FUEL PRESSURE SENSOR

74 IGNITION

7400 IGNITION SYSTEM
7410 IGNITION POWER SUPPLY
7411 LOW TENSION COIL
7412 EXCITER
7413 INDUCTION VIBRATOR
7414 MAGNETO/DISTRIBUTOR
7420 IGNITION HARNESS (DISTRIBUTION)
7421 SPARK PLUG/IGNITER
7430 IGNITION SWITCHING

75 AIR

7500 ENGINE BLEED AIR SYSTEM
7510 ENGINE ANTI-ICING SYSTEM
7520 ENGINE COOLING SYSTEM
7530 COMPRESSOR BLEED CONTROL
7531 COMPRESSOR BLEED GOVERNOR
7532 COMPRESSOR BLEED VALVE
7540 BLEED AIR INDICATING SYSTEM

76 ENGINE CONTROLS

7600 ENGINE CONTROLS
7601 ENGINE SYNCHRONIZING
7602 MIXTURE CONTROL
7603 POWER LEVER
7620 ENGINE EMERGENCY SHUTDOWN SYSTEM

77 ENGINE INDICATING

7700 ENGINE INDICATING SYSTEM
7710 POWER INDICATING SYSTEM
7711 ENGINE PRESSURE RATIO (EPR)
7712 ENGINE BMEP/TORQUE INDICATING
7713 MANIFOLD PRESSURE (MP) INDICATING
7714 ENGINE RPM INDICATING SYSTEM
7720 ENGINE TEMP. INDICATING SYSTEM
7721 CYLINDER HEAD TEMP (CHT) INDICATING
7722 ENG. EGT/TIT INDICATING SYSTEM
7730 ENGINE IGNITION ANALYZER SYSTEM
7731 ENGINE IGNITION ANALYZER
7732 ENGINE VIBRATION ANALYZER
7740 ENGINE INTEGRATED INSTRUMENT SYSTEM

78 ENGINE EXHAUST

7800 ENGINE EXHAUST SYSTEM
7810 ENGINE COLLECTOR/TAILPIPE/NOZZLE
7820 ENGINE NOISE SUPPRESSOR
7830 THRUST REVERSER

79 ENGINE OIL

7900 ENGINE OIL SYSTEM (AIRFRAME)
7910 ENGINE OIL STORAGE (AIRFRAME)
7920 ENGINE OIL DISTRIBUTION (AIRFRAME)
7921 ENGINE OIL COOLER
7922 ENGINE OIL TEMP. REGULATOR
7923 OIL SHUTOFF VALVE
7930 ENGINE OIL INDICATING SYSTEM
7931 ENGINE OIL PRESSURE
7932 ENGINE OIL QUANTITY
7933 ENGINE OIL TEMPERATURE

80 STARTING

8000 ENGINE STARTING SYSTEM
8010 ENGINE CRANKING
8011 ENGINE STARTER
8012 ENGINE START VALVES/CONTROLS

81 TURBOCHARGING

8100 EXHAUST TURBINE SYSTEM (RECIP)
8110 POWER RECOVERY TURBINE (RECIP)
8120 EXHAUST TURBOCHARGER

82 WATER INJECTION

8200 WATER INJECTION SYSTEM

83 ACCESSORY GEARBOXES

8300 ACCESSORY GEARBOXES

85 RECIPROCATING ENGINE

8500 ENGINE (RECIPROCATING)
8510 RECIPROCATING ENGINE FRONT SECTION
8520 RECIPROCATING ENGINE POWER SECTION
8530 RECIPROCATING ENGINE CYLINDER SECTION
8540 RECIPROCATING ENGINE REAR SECTION
8550 RECIPROCATING ENGINE OIL SYSTEM

MECHANICS CREED

UPON MY HONOR I swear that I shall hold in sacred trust the rights and privileges conferred upon me as a certified mechanic. Knowing full well that the safety and lives of others are dependent upon my skill and judgment, I shall never knowingly subject others to risks which I would not be willing to assume for myself, or for those dear to me.

IN DISCHARGING this trust, I pledge myself never to undertake work or approve work which I feel to be beyond the limits of my knowledge; nor shall I allow any non-certificated superior to persuade me to approve aircraft or equipment as airworthy against my better judgment; nor shall I permit my judgment to be influenced by money or other personal gain; nor shall I pass as airworthy aircraft or equipment about which I am in doubt, either as a result of direct inspection or uncertainty regarding the ability of others who have worked on it to accomplish their work satisfactorily.

I REALIZE the grave responsibility which is mine as a certified airman, to exercise my judgment on the airworthiness of aircraft and equipment. I, therefore, pledge unyielding adherence to these precepts for the advancement of aviation and for the dignity of my vocation.